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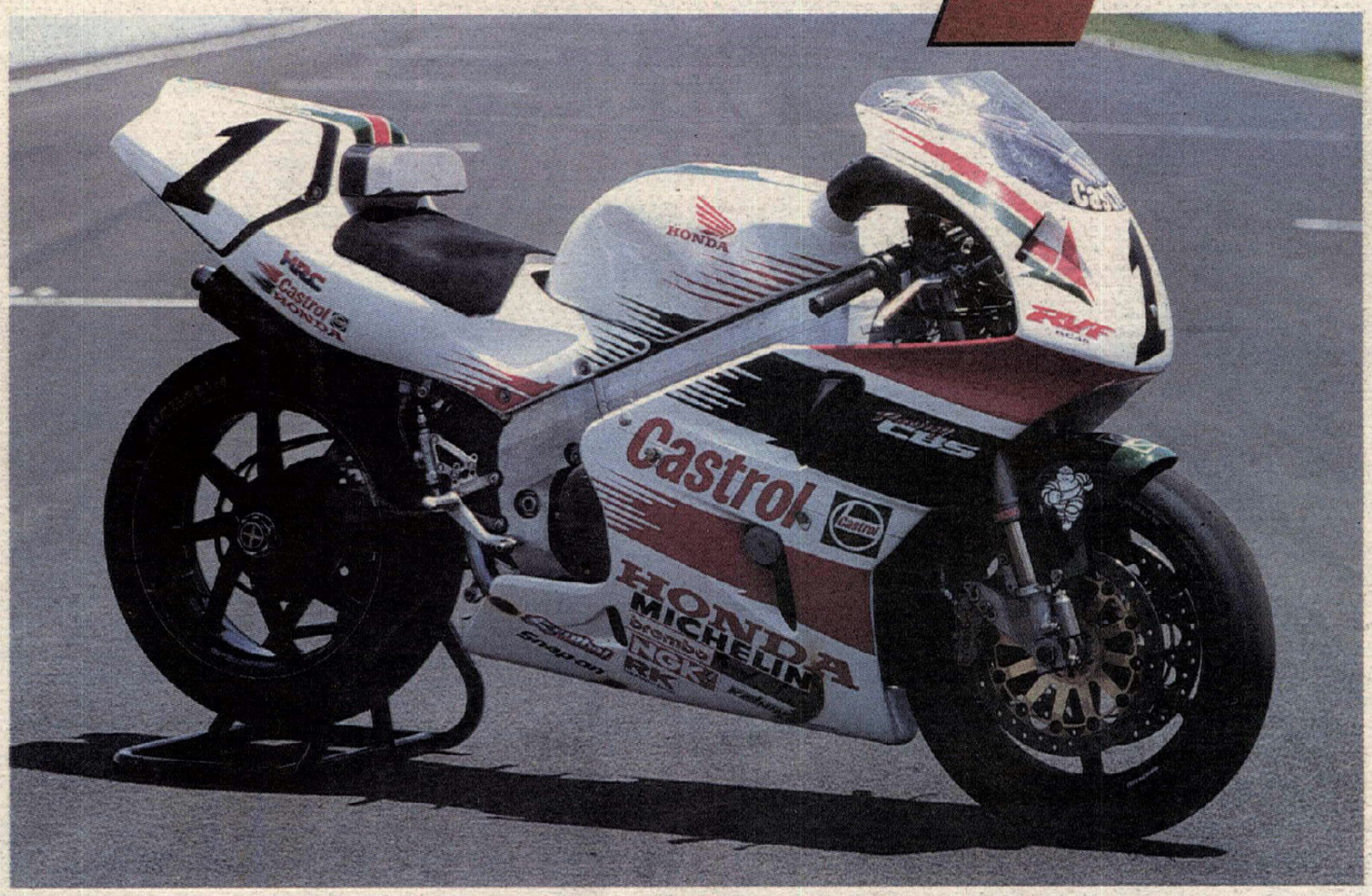
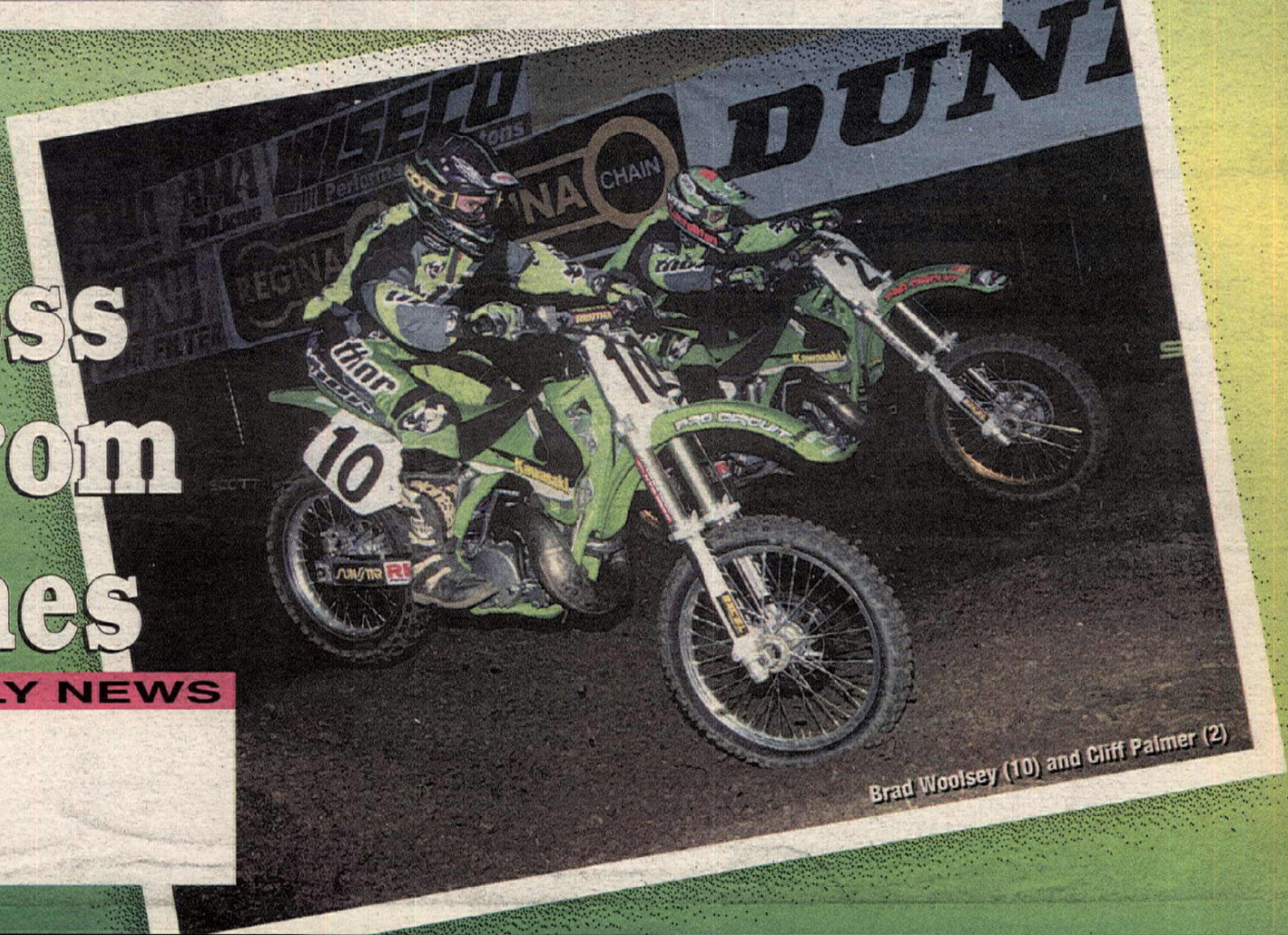
Riding Johnny K's "1derbike"



AMA/PJ1 Arenacross opener from Des Moines



Brad Woolsey (10) and Cliff Palmer (2)

TIME DATED MATERIAL MAILED NOVEMBER 25, 1997

TIME DATED WEEKLY NEWS

IN THE WIND

Ezra Lusk scored the overall win at the Tokyo Supercross on November 22. In the two-moto supercross, Lusk won both times while **Larry Ward** (Suz) went 2-2 for second overall. Third overall went to **John Dowd** (Yam), who went 4-5, followed by **Damon Huffman** (Kaw) and **Kevin Windham** (Yam). AMA Supercross Champion **Jeff Emig** (Kaw) and former champ **Jeremy McGrath** (Yam) did not fare too well: Emig went 9-6 for ninth overall, and McGrath went 6-8 for seventh overall. In the FIM World Supercross Series point standings, Emig still leads with 141 points, followed by Huffman with 125 points.

Buddy Antunez (Suz) scored the 250cc-class wins both nights at the PJ1/AMA Arenacross Series in Albany, New York, November 21-22, while series points leader **Cliff Palmer** (Kaw) and **Chad Pederson** (Kaw) split 125cc-class wins Friday and Saturday nights, respectively. On Friday, Antunez took the 250cc-class win over Pederson and Palmer, while Palmer took the 125cc win over **Grayson Goodman** (Kaw) and **Charlie Bogard** (Suz). On Saturday night, Antunez again took the 250cc-class win over Pederson and **Jeromy Buehl** (Hon), while Pederson took the 125cc-class victory over Antunez and Goodman. After four rounds, Palmer has a one-point lead over Pederson, 124-123.

Swiss road racer **Andreas Hoffmann** (Kaw) won the Macau Motorcycle Grand Prix on November 16, topping England's **Phillip McCallen** (Yam) and Californian **Shawn Higbee** (Suz). Higbee, who rode a Graves Motorsports Suzuki, qualified seventh in his first visit to the race, which is held on the streets of Macau, and finished third in a race that was restarted three times. Higbee also led the race for three laps. "The circuit is a bit scary in some places, and it's really challenging," Higbee said. "I didn't give up on speed, and tried as hard as I could until the end. I think I had my fastest time on that final lap."

Brock Sellards (Hon), **Greg Rand** (Suz), **Mark Burkhart** (Hon), **Jim Neese** (KTM) and **Matt Maximoff** (Hon) captured wins in the first three rounds of racing in the Action Sports Arenacross Series in Daytona, Ohio, November 21-23. Sellards and Rand won the 125 and 250cc classes on Friday night, Burkhart and Neese won the two races on Saturday night, and Maximoff and Rand won on Sunday.

Lance Smail (KTM) was the big winner at the CMC Northwest Arenacross Nationals in Monroe, Washington, on November 23. Smail topped both the 125 and 250cc Pro classes for the overall win.

Doug Blackwell (Yam) scored the overall win at the third round of the AMA Mid-South Winter Hare Scrambles Series in Fordsville, Kentucky, on November 23. Runner-up honors went to **Jim Jarrett** (Yam), who was followed across the finish line by **Mike Sampson** (Kaw), **Blair Bersano** (KTM) and **Scott McLaughlin** (Yam).

KTM has officially signed **Mike Lafferty** to a one-year contract for the 1998 off-road season. Lafferty will defend his AMA National Enduro title and will compete in selected Grand National Cross Country races. Lafferty will again be teamed with mechanic Alan Randt.

Rumors have been circulating that AMA National Hare & Hound Champion **Ty Davis** has signed a contract with KTM, but according to KTM's Scot Harden, those rumors are untrue. "It is true, though, that KTM has been negotiating with Ty Davis' agent for a possible contract for quite some time, since September 8," Harden said. "However, as of November 20th, we have discontinued all negotiations with Davis and have withdrawn the offer."

Yamaha has finally announced its second rider for the 1998 AMA Superbike National Championship Series - **Jamie Hacking**. Hacking has signed a two-year deal to ride a YZR600 in the 600cc Supersport class and a YZF750 in the AMA Superbike class. "Jamie had a good first year in 600 Supersport last year, and we believe that he has an extremely strong future," said Larry Griffis, Yamaha's division manager of racing. "The combination of veteran road racer Rich Oliver and up-and-coming Jamie Hacking will put Yamaha in strong contention this year." Steve Rounds will serve as Oliver's mechanic, while Jeff Myers will work with Hacking's 600 and T.J. Fahey will tune Hacking's superbike. Tom Houseworth will continue as the team's crew chief, Tom Halverson returns as the racing coordinator/data-acquisition man, and Ken Tacke will serve as the transportation facilitor.

Former 250cc World Champion and noted engine tuner/builder **Kel Carruthers** has been hired by **Chaparral Racing** as its engine-development manager. Carruthers, who tuned for Kenny Roberts and Eddie Lawson when they won six 500cc World Championships on Marlboro-backed Yamahas and also for AMA Superbike National Champion Doug Chandler when he rode factory Cagivas, will "build the race team's Yamaha YZ125/250 and YZ400 race motors, with the ultimate goal of bringing these products to the marketplace," according to a press release issued by Chaparral. Chaparral will field a two-rider team in 1998, headed up by multi-time AMA National Champion **Jeremy McGrath** and **Jimmy Button**. Carruthers most recently was in charge of engine building and engine development for Team Westcoast, which fielded Sea-Doo's factory personal watercraft racing effort. According to the press release, Chaparrel Performance/Chaparrel Racing will soon be providing such items and services as programmable ignition systems, exhaust pipes, silencers, porting and full motor building.

Changes, changes... The AMA has made some changes to the **1998 AMA/MBNA Superbike Series** schedule. Road Atlanta is now on the schedule, with the race planned for May 31; in addition to Road Atlanta, a round has also been added for August 9 at Route 66 Raceway in Joliet, Illinois; two races have also changed dates, with Brainerd moving to August 2 and Las Vegas changing to September 20.

The keynote for crucial rider moves for next year's 500cc Grand Prix season seems to be delayed confirmation. It is, for example, thought to be certain that **Michael Doohan** will stay with Honda, and that new World Superbike Champion **John Kocinski** will also move to the 500cc class on a V-four factory Honda, according to Grand Prix correspondent Michael Scott. So far, nothing has been confirmed, however. In Doohan's case, he and HRC seem to have been circling each other for weeks like a pair of dogs. Doohan's sticking point has been to seek a degree of independence within the team, so that he doesn't have to share the benefit of all his settings, etc., with other Honda riders. HRC's interests obviously go beyond just one rider, so they need to find a position that can satisfy Doohan and keep sponsors Repsol happy, while still allowing HRC to foster other favored riders. This last category includes not only their home-grown Japanese stars but also the hottest name on anybody's shopping list - Kocinski. Doohan's hopes of a personally independent team seem to have come to nothing. He is known to have approached both Marlboro and departing sponsors Lucky Strike with a package, but even if he had found a buyer, the plan was jeopardized by Repsol's insistence that their continued support depended on retaining Doohan's services. It remains to be seen exactly what compromise will serve to satisfy all concerned.

John Kocinski will return to GPs next year on a factory Honda, riding for **Sito Pons** with **MoviStar** backing, according to reports from Spain. But the World Superbike and former 250cc World Champion's berth may be at the expense of four-time 250cc World Champion **Max Biaggi**. Pons had the option of employing either rider, with Biaggi having the attraction of Marlboro backing, though current sponsors MoviStar favored Kocinski, who is very popular in Spain. High-level meetings this week between HRC chief Kanazawa and former 250cc World Champion Pons - a team owner since his retirement - settled on Kocinski. Kocinski will be welcomed back to GPs as a timely infusion of fresh interest. Carlos Checa will remain with the Movistar team, with Alberto Puig announcing his retirement. The decision leaves Biaggi out in the cold, with Erv Kanemoto struggling to find the extra backing he needs to run a one-rider 500cc Marlboro Honda team.

Kenny Roberts ended rumors of the imminent withdrawal of Modenas last week, confirming in an exclusive interview with Michael Scott that "we are very close to sponsorship agreement with Phillip Morris (Marlboro) that means we will have at least one rider next year (and that rider would be his son, Kenny Jr., for a second year), but we're still talking with other people, and we might easily have at least one more rider." Roberts revealed that he and his engineers had explored switching to four-cylinder power, and had held talks with Swissauto, designers of the Elf/MuZ motor. Asked about rumors from Switzerland that he had placed a substantial order for V-four motors, he said: "It never got that far, but we did have discussions with them. They were a fallback option that we decided against following. I don't know if that option would be available anymore. In any case, we're concentrating on redesigning our triple. We're well-advanced with the design, and manufacture shouldn't be a problem. It's not as difficult to make these things as Honda and Yamaha would have you believe." The redesign would add another crankshaft main bearing (to solve vibration problems with the first engine, which had a shared crankcase for two of the cylinders) as well as a balance shaft (for the same reason).

The racing future of ex-Lucky Strike Suzuki rider **Daryl Beattie** is clouded with uncertainty. There does not seem to be an immediate GP berth available, while he has said he doesn't want to take "a backward step" into World Superbikes. This, however, may be the only choice left for the former title challenger, after a lack of interest in Australian car-racing circles greeted his announcement of an interest in moving over to four wheels.

The Grand Prix preseason testing season will start early for Yamaha, with Team Rainey planning a Suzuka outing in the last week of November. **Norifumi Abe** and new teammate **Jean-Michel Bayle** will ride the bike - the latter reacquainting himself with the V-four Yamaha after a hard and fruitless year on the Modenas.

Controversial Australian rider **Anthony Gobert** will be required to submit to "a medical inspection" for drug testing before every FIM-sanctioned race for the foreseeable future, after a decision made behind closed doors at the October FIM congress. This was confirmed by FIM press secretary Marc Petrier, who said: "This means international races, including Grand Prix and World Superbike events. It does not apply to National Championship races, such as the AMA series." Gobert, whose GP career was terminated abruptly after he reportedly failed a team drug test, disputes the results of the tests, and had already accepted a ride with Vance & Hines Ducati for the AMA Superbike Series when the decision was made. He had several offers, said his manager/mother, Sue Gobert, and he decided to accept that of Vance & Hines.

In a move that will find few fans among current competitors, the FIM has decided to introduce an **age limit** to the 125cc class of Grand Prix road racing - beginning next year - along with a limit to the amount of time any one rider can spend in the class. The rule revisions also rule out any more double World Champions - win the title once from now on, and you must leave the class. New riders must be no older than 25 on January 1 the following year; and they will be allowed to race only a maximum of four seasons in the class - as long as they still remain under this age limit at the start of each new season. For riders already in the class, the rules are retroactive. A rider who has completed two or more seasons already may ride for two more; those who competed for the first time in 1997 may race for three more seasons. The age-limit rules do not apply to riders already involved - if it had been applied, it would have devastated the upper levels of 125cc racing - hitting the prominent Japanese contingent especially hard, with many riders for whom an entry to GPs is the culmination of a successful domestic 125cc career. The move is seen as another step in reducing the importance of the 125s in favor of the 500s and 250s - a movement led by IRTA officials and 500cc-class team owner Sito Pons. Not only do the 125s take potential sponsors away from the bigger classes, they often (vexingly) are the best races of the day. It will institutionalize the 125s as an official beginner's class - a nursery for future 250/500cc riders. This is a role it already fills. However, the class has also been a happy hunting ground for specialists on smaller bikes, who for

physical or other reasons have no desire to move up to bigger bikes. Jorge Martinez is the perfect example, retiring at the end of the 1997 season at the age of 35, after 16 years in the class, 37 GP wins, and one World Championship - as well as three 80cc crowns.

California-based **Electric Motorbike Inc.** will introduce the first-ever production modern electric motorcycle - the Lectra - on a promotional tour en route to the 14th International Electric Vehicle Symposium in Orlando, Florida. Glendale Harley-Davidson and San Diego's House of Motocycles will host the promotional stops for the Lectra. The Lectra will be at Glendale Harley-Davidson on November 29 at 9 a.m. before arriving at San Diego's House of Motorcycles at 4 p.m.

The Honda Motor Company will enter four riders in the Centennial TT when it comes to Assen, Holland, in 1998. Honda will send **Kunimitsu Takahashi** as its lead rider and he will be aboard a Honda RC162 (a 1962 250cc four-cylinder), along with three others on an RC161 (a 1961 250cc four), a RC115 (a 50cc twin) and an RC145 (a 250cc twin). Takahashi was the first Japanese rider to win a Grand Prix, his victory coming in the 1962 German Grand Prix.

Ducati recently completed a four-day test session with its factory team in Albacete, Spain, on November 20. Britain's **Carl Fogarty** came away from the test with the fastest times, lapping at 1:32.10 (the lap record is 1:31.714) on an altered version of the 1997 Ducati 996. The tests were aimed at improving handling. Australian **Troy Corser** and Italian **Pier-Francesco Chili** were also present, with Corser lapping at a best of 1:32.6 while Chili lapped at 1:33.32.

KTM Sportmotorcycle USA will again back the **KTM Jr. Supercross Challenge** as the AMA Supercross Series' intermission program. For 1998, the program will provide 15 SXR Pro Jr. Sportminicycles for young racers to ride, and the races will be held at 15 PACE-promoted Supercross venues. Riders will be chosen at random from applications that will be available from KTM dealers after December 1. Riders must be 7 or 8 years old on the day of the event in order to be eligible.

Pirelli Motorcycle Tires has renewed its title sponsorship for the 1998 AMA **Formula Extreme Series**. Pirelli paid out $10,000 in 1997 Formula Xtreme championship bonuses and posted a total of $272,600 in rider awards to all classes in the 1997 AMA road racing series.

Harley-Davidson and **American Suzuki** have signed on as the latest sponsors for the AMA National Champions Awards Banquet, scheduled for December 13 at the Flamingo Hilton in Las Vegas, Nevada.

EBC Brakes and **North American Sport Bike** have announced a renewal of their agreement to continue the EBC Sport Bike Series as a major feature of the NASB racing program. The 1998 contract marks the 12th consecutive year that EBC has been a major sponsor in American road racing. The EBC Brakes Sport Bike Series will be elevated to feature-class status in the 1998 NASB Series and will offer a $5000 purse at each event and a $100,000 point fund.

Dv8 LLC earned a bronze award for its design of the **Team Roberts** home page on the World Wide Web. The award was given out on November 10 in San Francisco, California. Roberts' site can be found at the following address: http://www.robertsgroup.com.

The second annual **Coupe Classic** motocross will be held at the E Street Bridge sand track in Marysville, California, on December 7, and will feature a guaranteed $5000 Pro purse, according to promoter Dave Coupe. Open practice will be held at the track on December 6 from 8 a.m. to 2 p.m. For more information, call 530/673-5956.

The 1997 **AHRMA SoCal MX Series** awards banquet will be held on January 10 in Fountain Valley, California. For more information, call 909/929-6772.

TravelCraft is now accepting hotel-room reservations for Daytona Bike Week. They are offering condos and hotels on the beach or near Daytona International Speedway. For more information, call 800/241-1223.

The **Christmas Grand Prix** will once again be held at Carlsbad Raceway in Carlsbad, California, on December 7. Racers are urged to bring canned foods, which will be donated to a north San Diego County charity.

Though they have yet to release a schedule, the **Formula USA Series** will consist of seven races in 1998, according to FUSA Inc. The series will feature three Pro classes: Sunoco Formula USA (unlimited-displacement four-strokes); EBC Brakes Pro Sport (production-based sportbikes with DOT tires and no more than 126 hp); and Formula Super Sport (production-based sportbikes with DOT tires and no more than 103 hp). According to FUSA, the series will also be shown on a new television show on Speedvision, titled "Formula USA MCTV." In addition, Alpha Sprinkler will offer a $500 award to the racer who captures the pole position in F-USA qualifying. Also, F-USA will use electronic timing and scoring for the first time in 1998.

Reader TV tip dept.: A *Cycle News* reader called to tell us how good the coverage is of the **1997 250cc Motocross Grands Prix** on Speedvision. More of the 30-minute shows are on their way and will air on November 30, December 7, December 14, December 21 and December 28 - all starting at 1:30 p.m., Pacific time. Check it out.

According to *Cycle News* contributor Darryl Flack, Castrol Honda has contacted Australian Superbike star **Troy Bayliss**. According to Flack, Honda has called Bayliss to see if he'd be interested in riding alongside Aaron Slight in case Colin Edwards II returns to Yamaha for the 1998 World Superbike Championship. Edwards has reportedly been approached by Yamaha team manager Davide Brivio to reconsider his defection to Honda. Edwards is expected to sign his contract with Honda this week, however.

The **AMA Ice Racing National Championship** will be held January 24-25 in Albright Shores, Michigan, signifying the beginning of the 1998 AMA Amateur and Youth racing season. The Ice Racing Nationals will crown champions in a total of 26 classes for motorcycles and four-wheeled ATVs. For more information, call 517/426-3828.

Larry Huffman recently completed voice-over production of the Best in the Desert Vegas-to-Reno off-road race. "The Paul Krause/Ty Davis Kawasaki was clocked at about 106 mph by the Nevada Highway Patrol, and the chopper - with its side door open for the cameraman and flying slightly sideways - watched the KX500 pull away from them in almost every shot," Huffman said. "They could barely reach 100 mph." The show will air on Speedvision "sometime in 1998," Huffman said.

True-Tec, the sponsor of the **La Playa Masters of Motocross GP Series**, is offering to lead a tour to the upcoming race on December 7 at the Cantamar Sand Dunes in Rosarito Beach, Baja California, Mexico. For more information, call Rich Truchinski at 909/280-9010.

The fourth annual **Steel Shoe Fund** charity ice race will be held on Saturday, January 3, at the Sunset Tavern on the northeast shore of Lake Koshkonong, near Fort Atkinson, Wisconsin. The event is held to raise money for seriously injured motorcycle flat-track racers. AMA ice-race fender rules will be strictly enforced, according to promoters. For more information, call Gordon Lunde Sr. at 414/871-5682.

The 1998 **Clayton Foundation Golf Tournament** will again be held during Bike Week in Daytona Beach, Florida, in March. Hole sponsorships are currently being sold, with Deltran Batteries the first to step up as a hole sponsor. For more information, call Mark Mitchell at 770/934-7850.

OPENED: The Flattrack Page on the World Wide Web. The site can be found at the following address: http://www.flattrack.com.

OPENED: Motorcycling Vacation Resort's home page on the World Wide Web. The site can be found at http://www.trials.net/ttc/ttc.html.

HIRED: Gaylorn Morris, as vice president of marketing and advertising, by Checkered Flag Productions. Morris formerly worked for SRO/PACE Motorsports. For more information, call 940/683-4742.

OPENED: Motosport Training Inc.'s home page on the World Wide Web: http://www.mosquitonet.com/~motosport/index.htm.

MARRIED: FMF Racing production manager Chris Bergstrom, to Elisa Merrill, in Mammoth Lakes, California, on November 15. CN

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VOICES
LETTERS TO THE EDITOR

Apple and cheese, please

In response to the letter "No Fan of Johnny K" (Issue #46, November 19), I would like to ask Mr. Janes if he would like some apple and cheese to go with his w(h)ine? You, sir, have obviously never been a racer. A racer only does one thing: He wants to win, and win it all.

Sure, Johnny K had some problems in the past, but who hasn't? He admitted he had them, he worked on them, and he became focused and showed that he is the best. (In your face, Ducati.) Good luck, John. Bring the GP title back to the USA.

Bill Keys
San Leandro, CA

More in defense of Johnny K

Count me as one John Kocinski's biggest fans after he won the 1997 World Superbike Championship. It looks to me like he's cured whatever ailed him in the public-relations department in the past. I'm really looking forward to seeing an American on the victory podium next year in the 500cc GPs.

I hope all American road racing fans cheer him on as our only real hope for recapturing the most prestigious title in motorcycle sports.

Jim Bensberg
Colorado Springs, CO

Fan with facts on Johnny K

Richard Janes Jr. is like so many other couch-potato American fans forming "impressions" of superstars like John Kocinski with few or no facts. I have the facts, and I'm left with a completely different impression of John Kocinski.

Fact: John is a teammate for a Honda factory team that did not give team orders for second place. Who was the second man to walk on the moon? Who cares? Another fact that our fast-impression-forming fan didn't take time to consider: John Kocinski was told by a Honda official to win both races.

Fact: Aaron Slight had to beat Carl Fogarty in both races to secure second place for the season. John's passing or sandbagging Aaron didn't change that scenario. Fast-impression-forming fans should study the figures.

Fact: Watch the attempted pass by John on Simon Crafar in race two in slow motion. John had the wheel when Simon went wide - the rest was racing.

In all cases, John Kocinski showed he is World Champion, with his employers' wishes coming before all else. If John does indeed end up on a 500 for 1998, I'm one fact-finding American who hopes that Kocinski wins his third World Championship.

Jim Piatt Jr.
Sacramento, CA

Buzz Aldrin was the second man to walk on the moon, but only because Neil Armstrong had a wheel on him going down the ladder... Editor.

Time Remembered

Just a comment on the excellent "Time Remembered" story on Jim Pomeroy. Mr. Meyer tells a beautiful story, but he needs to brush up on his facts. He is correct in stating that more than one American has won more than one 125cc World Championship, and also that more than one American has won the 250cc World Championship. For America's history in the sport, those were huge wins.

But there is only one American rider who was America's *first* World 500cc Motocross Champion, and the only World Champion who retired undefeated - and that would be my father, Brad Lackey.

Logan Lackey
Pinole, CA

Elsinore Grand Prix

It was a real thrill to participate in this year's Elsinore Grand Prix and to meet many of my longtime heroes - Malcolm Smith, John DeSoto, David Aldana, and the entire Dallas Baker family. They were all incredibly friendly and great to spend time with.

The whole weekend was well-organized, and a huge amount of credit goes to Goat Breker for his efforts in promoting this great event. My warmest thanks to Bill Manely and his family for their hospitality, support and the loan of his race bike.

The only dark spot of the weekend was Team Green's refusal to lend one of their spare wheels to Brian Manley when he was forced to drop out of the Hamel 100 with a flat. Though not a Team Green rider, at that point in the race Manley was the only Kawasaki rider with a chance of winning the event. Team Green's lack of support was certainly not in keeping with the "feel good" spirit of the weekend.

All in all, it was a great experience. I can't wait until next year.

Barry Van Dyke
Los Angeles, CA

Boycotting

Well, you've finally done it, AMA. You and PACE have ruined motocross for me and thousands of other motocross fans throughout the southeastern United States by canceling the Gainesville National. Maybe PACE paid you big bucks to cancel the race and give them another supercross in Tampa - but it still stinks. I thought the AMA was *for* the sport, not for tearing it down. You also canceled the 500cc MX Nationals, so who knows?

I am 60 years old and have been going to the Gainesville National since it started. Now I will never see another National - as the others are all too far away.

I have been to a few supercross races and they are okay, but supercross is purely entertainment and is not an outdoor National. It is artificial - you even have to haul in the dirt. And it only lasts a few minutes. An outdoor motocross is 30 minutes - it takes real men to race motocross. Did DeCoster ever race supercross? Look how long it took McGrath to finally win outdoors.

When my son (and any other kid) went to his first race, it was to a local motocross track. When that same kid raced his first race, it was at a local outdoor motocross track - not supercross. You could have changed the schedule if it was so bad. If you had a problem with the Wests (the promoters of Gainesville), then you could have given it to someone else.

Since money seems to be your incentive, I propose that all motocross fans boycott all supercross races in the Southeast - Atlanta, Tampa, Daytona and Charlotte - until such time as the AMA starts thinking with their hearts and not their pocketbooks, and restores an outdoor National to the Southeast.

Carl Summers
Panama City, FL

Letters to the editor should be sent to Voices, Cycle News, P.O. Box 5084, Costa Mesa, CA 92628-5084, faxed to 714/751-6685 or e-mail, editor@cyclenews.com. Published letters do not necessarily reflect the position of Cycle News, Inc. Letters should not exceed 200 words and all letters are subject to editing. Anonymous letters will not be considered for publication. All letters should contain the writer's name, address and daytime phone number ... Editor.

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ON THE FRONT COVER

John Kocinski finally gave Honda another World Superbike Championship in 1997. We ride the bike that helped him achieve that goal. Photo by Kel Edge. Brad Woolsey (10) and Cliff Palmer (2) were two of the stars of the opening round of the AMA/PJ1 Arenacross Series in Iowa. Photo by Kinney Jones.

First MV, now Norton

Just six weeks after the historic MV Agusta name was revived with the launch of the new F4 Superbike at the Milan Show, the legendary Italian marque's most famous rival during the golden age of Grand Prix racing has also, with the debut of a new street bike at the Birmingham Show in England on November 6, been born again - Norton.

Ridden into the NEC exhibition hall appropriately enough by former 500cc World Champion Geoff Duke (who won the first three of his World titles riding for the British brand), the new Norton 650SM street single is the first poppet-valve (i.e., nonrotary-engined) Norton street bike to be produced in more than two decades, and the first new Norton model without a rotary engine to be developed since the abortive Cosworth-engined Challenge twin in 1975.

However, though the new Norton street single was designed and built in Britain by Dave Pearce of single-cylinder specialists Tigcraft (the world's leading constructors of Supermono race bikes), the fact that it exists at all and is scheduled to go into production next spring - when the first batch of 100 bikes is planned to go on sale - is entirely thanks to Norton's former German importer, Joachim Seifert, and the BMW factory. It is BMW who will supply Siefert with the F650 DOHC four-valve engine used in the 652SM - complete with Norton badging to replace BMW's own name on the motor.

In contrast with the success of Triumph under John Bloor's ownership, Norton's history over the past five years has been deeply troubled, with production of the rotary-engined bikes at the Shenstone factory north of Birmingham ending three years ago. Simply put, the Canadian Aquilini family (the owners of Norton) is reluctant or unable to undertake the same kind of massive investment program to develop new products. But Seifert, a hardened enthusiast of the Norton - he even rides a Garden Gate Manx in European Vintage races - took the precaution of registering the Norton trademark in Germany, France, Italy, Benelux, Austria, Switzerland and some eastern European countries, meaning that he alone has the right to sell bikes bearing the Norton name in those markets.

He then set out to develop a new road model capable of being put into production very quickly, which meant using an established engine as its basis. BMW management agreed to make supplies available of the F650 four-valve motor built exclusively for them by Rotax, and to name it as a Norton. Seifert then commissioned Tigcraft earlier this year to design and develop the bike around the BMW engine, which Pearce and his staff did from scratch in the near-record time of four months. When Duke rode the result into the Birmingham Show, it underlined the fact that preproduction tests of the new bike have already begun.

"Jo Seifert's brief for us was to develop a Norton street single with some retro references to identify it as a Norton, but (with) thoroughly modern performance, especially in terms of suspension and braking," said Dave Pearce. "He didn't want something that was a fake 'golden oldie,' like some of the Japanese singles built around Yamaha engines with Matchless or BSA badges on the fuel tank, nor to aim the bike at the restricted market for modern single-cylinder cafe racers. This is a practical two-seater with sporting overtones, just like all Nortons were back in the old days - even the International model, which was a road replica of the Manx production GP racer."

Pearce should know: He finished fourth in the Senior Manx GP on the Isle of Man on a Manx Norton in the 1960s, and the one he still owns today may have provided some inspiration in producing the 652SM.

The new Norton uses a chassis design broadly similar to the Tigcraft Supermono racers, with a tubular-steel perimeter frame using 41mm large-diameter tubing which doubles as an oil tank, with the filler behind the steering head. The 1380mm wheelbase and 25-degree head angle, with 95mm trail, should combine nimble handling with stability, and Showa forks and rear monoshock are fitted to the prototype - the latter apparently in an inclined cantilever position, but in fact with 2:1 ratio rising-rate linkage. It's probable that the production version will have Paioli suspension. A single 320mm floating Brembo front disc is gripped by a four-piston Brembo caliper, and Pearce is keen to underline that he's deliberately opted for narrower tire sizes - the front an 110/70-17 Metzeler ME1 on a 2.50-inch rim, the rear a 130/70-17 on a 3.50-inch wheel.

"People make the mistake of over-tiring their singles, and this deprives the handling of much of the agility and lightness that such bikes ought to have," he said. "These are the same wheel sizes as a Honda CB500, and are ideal for a bike like this."

With a KTM-made radiator and the DOHC BMW engine slotted into the frame, total weight of the 652SM in dual-seat form is 347.6 pounds with oil and water, including 1.3 gallons of fuel.

"A single-seater Manx Norton might follow later on," said Pearce, "and it'd be quite a bit different - but that's a long way away, after we get this version into production first. We plan to change the shape of the seat, which is a bit too plank-like at the moment, as well as redesign the side panels and chrome the exhaust silencers, to underline the retro reference. Otherwise, the bike will enter production pretty much as launched."

Seifert has no doubts about putting the new bike into production for the markets in which he controls the Norton name. "There's been endless talk about reviving Norton, especially after what Bloor's achieved with Triumph - but I've put my money where other people's mouths are," he says spiritedly. "Even so, I'll admit to being positively impressed by the favorable reaction at Birmingham to the launch of our single.

Former World Champion Geoff Duke sits astride the new Norton 652SM at the Birmingham Show in England.

And provided we can get enough orders to make it viable, we'll definitely start production next April in Britain, with a first batch of 100 bikes."

Meanwhile, negotiations are understood to be under way between Seifert and the Aquilinis about selling the British-built street single in the countries (including Britain) where the Canadians have the rights to the brand. And with the launch of the 652SM, history repeats itself: Exactly 90 years ago this year, in 1907, Rem Fowler won the very first Isle of Man TT race on a Norton - fitted with a French-built Peugeot V-twin engine.

For more information on the new Norton, customers or distributors should fax Jo Seifert directly at 49/081-512-1103.

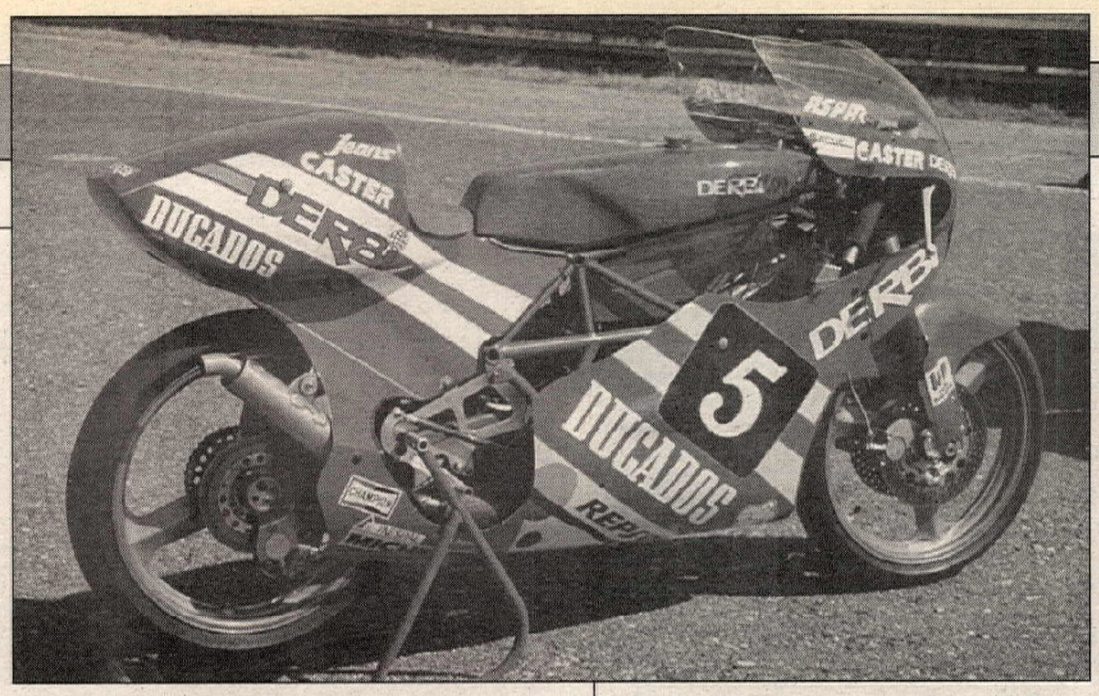
Bultaco to return

After MV Agusta and Norton, now it's Bultaco's turn to rise from the ashes, with the announcement that the famous Spanish brand, which ceased production in 1980, will return to the showrooms next year with a new range of small-capacity bikes produced by their former rivals and Catalan compatriots, Derbi.

Both Derbi and Bultaco are Barcelona-based family enterprises, the latter founded by sporting enthusiast Francisco Bulto in 1958 when he broke away from Montesa (a brand he'd previously helped start in 1945) in protest of his partners' decision to pull out of 125cc GP racing. Bultaco swiftly developed a worldwide reputation for robust two-stroke singles of every kind, often of avant-garde design. Bulto's company won four 50cc world titles in GP road racing with the first monocoque-chassised World Champion machine; marketed a succession of GP production racers that were the backbone of privateer grids in the 1960 GPs; built the first two-stroke ever to finish on the rostrum of a 500cc GP; played a key part in developing the modern two-stroke MX and enduro bike; and, in conjunction with Sammy Miller, created the blueprint of the modern trials bike in the form of the Sherpa T, which went on to dominate the trials scene for almost two decades, winning countless world titles in the hands of riders from Martin Lampkin (father of today's World Trials Champion, Doug) to American Bernie Schreiber.

When Bultaco closed in 1980, it also cut off supplies of a successful line of sporting two-stroke street singles capable of winning the Isle of Man Production TT that were marketed successfully all around the world, including the United States. Bultaco's comeback seems to have been triggered by a similar operation to what Joachim Seifert has performed with Norton.

Frenchman Marc Teissier (one of the founders of the Scorpa trials brand, with which he is no longer associated) has acquired the rights to the defunct Bultaco name by registering it as a trademark in a total of 42 countries around the world, and he is presently developing an all-new trials bike which is intended to carry the Bultaco name and distinctive thumbs-up badge. However, unlike Seifert with Norton, Teissier has no historical links with Bultaco, making his acquisition of the trademark questionable - especially since his action in registering it awoke the Bulto family to the



Jorge Martinez won the 1988 125cc World Championship on this Derbi. Now the Spaniard will manage Derbi's team in its return to Grand Prix racing.

Derbi back to racing

As part of the campaign to reposition Derbi on the world stage, the Rabasa family has confirmed that, after a six-year absence from the road racing scene, Derbi will return to 125cc GP racing next year - exactly 10 years since the 1988 season, when its "balas rojas" ("red bullets") won both the 125cc and 80cc World Championships in the hands of Jorge Martinez "Aspar."

Almost inevitably, after his recent retirement from GP racing, Aspar has been nominated as manager of a team which will probably feature former works NSR250 Honda rider Emilio Alzamora racing a new bike being designed by Dutch engineer Jan Thiel - creator of the Minarelli/Garelli twins that won eight 125cc world titles in the '70s and '80s. However, in view of the short time scale, it's possible that Derbi's return to GP racing will be postponed until 1999, to give Thiel time to develop race-winning power from the new rotary-valve motor - either that, or it will lease engines from Aprilia as a quick fix for one season, which would also allow chassis development to be carried out on the new bike. However, what's certain is that Derbi, the winner of nine GP World titles and one of the legendary names of small-capacity road racing, are returning to the grids very soon with a new "Red Power" contender.

potential value of their marque's name, resulting in their deal with Derbi.

Now, the Rabasa family (the owners of Derbi) have announced an agreement with their friends, the Bultos. They will now "acquire the exclusive worldwide rights to the Bultaco name for commercial purposes," indicating at the same time that they will "use the Bultaco name on sporting motorcycles at the upper end of the market, targeting true enthusiasts of hypersport motorcycles."

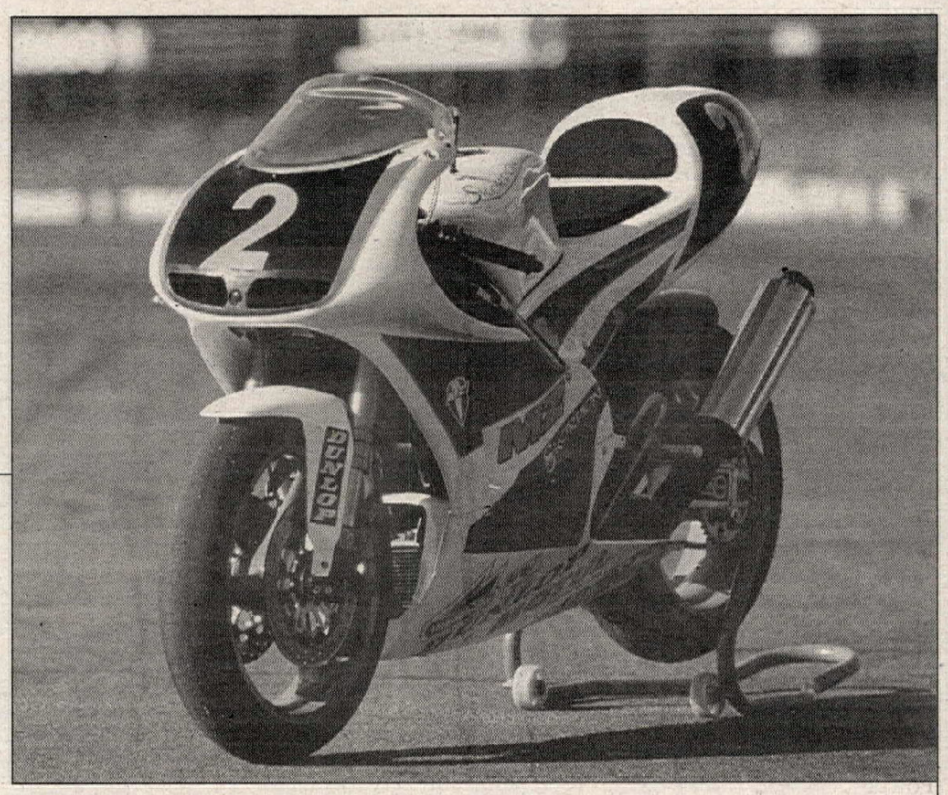
However, in the Spanish market - dominated by small-capacity two-strokes, which form Derbi's entire production - everything is relative. The first model that Derbi has announced will carry the Bultaco name and will enter production in the spring of '98 is the Lobito - an aggressively styled, six-speed, liquid-cooled, two-stroke street enduro bike, with aluminium frame and extensive carbon-fiber hardware, powered by 50cc and 80cc Derbi motors. Further down the road, a range of Bultaco scooters with sporting styling is planned - but true Bultaco fans will be hoping for a born-again version of the TT-winning Metralla 250 two-stroke single, which was the first two-stroke sports bike of the modern era.

Derbi boss Andreu Rabasa says he doesn't rule out negotiating a link with Teissier to market his trials bike under the Bultaco name, provided it's properly designed and well-made. So, just as Seifert and the Aquilini family are talking terms over Norton, in an uncannily similar scenario, Teissier and the Rabasa family are concocting a similar link over Bultaco. Did some scriptwriter sell the same screenplay twice?

Survivors

Derbi was the only one of the "Four Musketeers" of Barcelona-based Spanish marques - Bultaco, Derbi, Montesa (now owned by Honda), and Ossa - to survive Spain's transition into the post-Franco free-market era intact, still independent in an age when Spanish marques were no longer protected from outside competition by tariff barriers and import restrictions. Thanks to the astute management of the Rabasas and their managing director, Josep M. Puig (no relation to the 500cc GP rider of the same name), Derbi has not only survived, but prospered - through a combination of overseas expansion and strategic agreements.

Thus, while continuing to concentrate on volume production of small-capacity scooters and motorcycles for the Spanish home market, Derbi took care of big-bike sales by forging links with Kawasaki, for whom they've been the Spanish importer for more



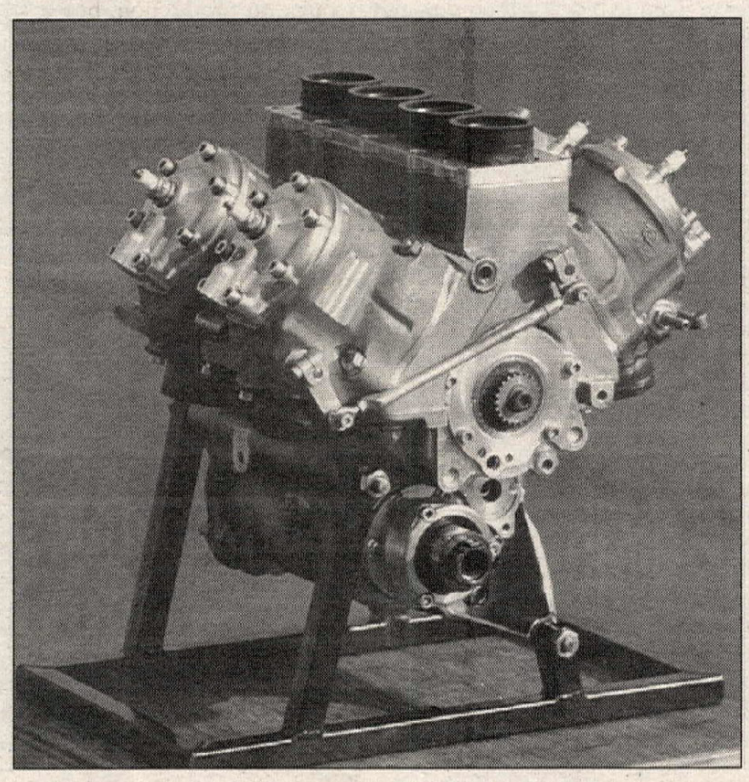
MuZ to tackle 500cc GPs

Another famous name returning to GP racing next season is Germany's MuZ, which, under its East German Communist MZ tag, was a leading contender in 125/250/350cc GP racing for a quarter-century until the early '80s. In fact, it was MZ's brilliant chief engineer, the late Walter Kaaden, who invented the modern GP two-stroke engine, which was then exported to Japan via the defection from the Eastern bloc of MZ's rider/engineer Ernst Degner.

But this time, MuZ is moving up a class. It will swap the single-cylinder four-stroke Supermono category - in which their RennSkorpion racers finished third in the '96 European Championship (run alongside the World Superbike series) and second in '97 - for an entry in the blue-ribboned 1998 500cc GP class with a V-four contender painted in their traditional green-and-silver colors.

However, this bike is none other than the ROC-framed Elf 500 with ultracompact Swissauto engine derived from the Swiss engine specialist's World-title-winning sidecar motor, which has been raced for the past two seasons without conspicuous success by Spaniard Juan Borja and, in 1997, by German rider Jurgen Fuchs.

Now, however, with Elf team owner Michel Metraux - Elf's Swiss importer and chairman of the IRTA GP team's cartel - having decided to bow out of the picture, Swissauto boss Urs Wenger explains how MuZ's involvement came about.



MuZ has done well in Supermono racing with its RennSkorpion racers. Now it hopes to carry that success to 500cc Grand Prix racing, using the Swissauto engine.

"When Metraux told us he wouldn't be continuing in 1998," he says, "we looked around for another partner - and since we were already in contact with MuZ about a separate project, we made them a proposal which they duly accepted. We'll run a one-bike team in GPs next season (perhaps surprisingly, not with their German rider, Fuchs, but with Doriano Romboni as the likely rider... Editor), but will have a separate test team with a second rider working on some new developments we have up our sleeves."

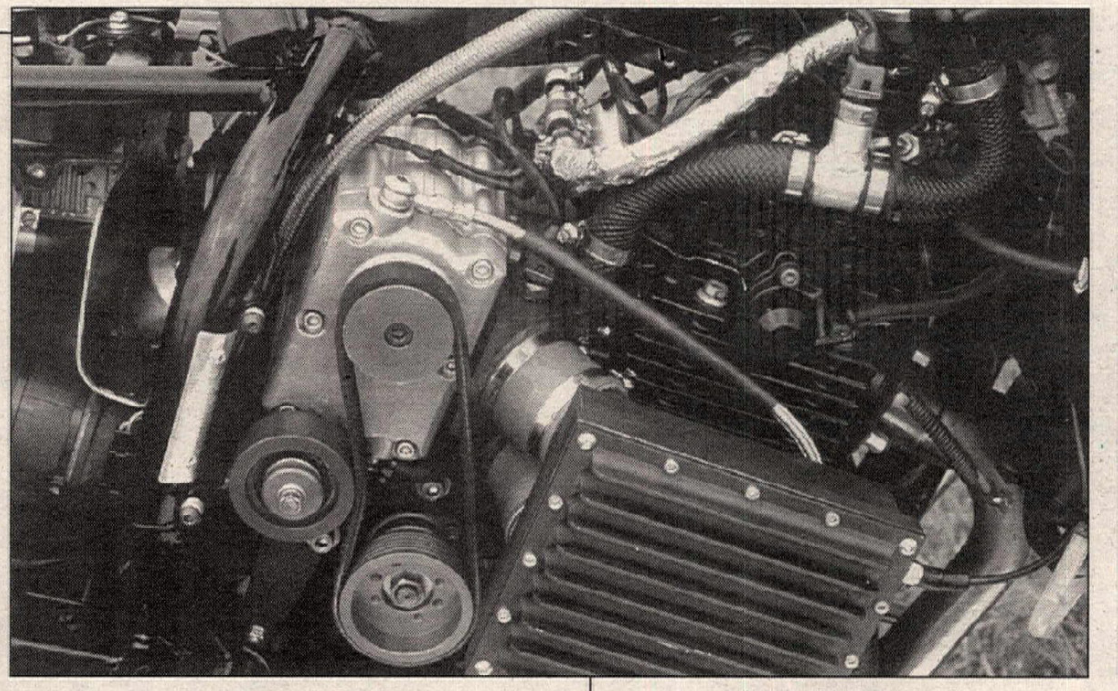
Serge Rosset of ROC will apparently continue to run the team and take care of the chassis side, with MuZ's Malaysian owners Hong Leong - whose boss, Ron Lim, is a diehard race fan - underwriting the costs, and MuZ director Petr-Karel Korous in overall control of the project.

"We're not going into this project lightly," says Korous, "because we're using it as a means of promoting MuZ's engineering expertise around the world. We believe we can be competitive by refining the existing engine, and intend to be a credible force in 500cc GP racing in the next two years."

In which case, the bets are on as to which of the two Malaysian-backed teams now running European-built bikes in 500cc GP racing - either the MuZ, or Kenny Roberts' Modenas KR3 - will be the first to make it to the rostrum.

Supercharged!

Official announcements of the MuZ-Swissauto 500cc GP liaison left unsaid the real reason for the two companies' original involvement with each other - which is understood to be for a very different kind of engine from a V-four 500cc two-stroke. One reason that Hong Leong purchased the bankrupt MuZ company from the receiver last year was to establish a European engineering base with a view to developing a range of large-capacity motorcycles for the increasingly more sophisticated and fast-developing Asian markets, compared with the mainly Yamaha-based 50-150cc utility machines currently manufactured in Malaysia and China.



Will we be seeing more of the supercharged engine?

MuZ was determined to develop an all-new family of engines for this project, but didn't have the resources to do so itself in-house - which is why it approached avant-garde engine specialist Swissauto, who, aside from its 500cc V-four racing two-stroke motor, has designed and developed many kinds of innovative power units, from a V-eight twin-turbo offshore powerboat engine to a dual-function electric/petrol microcar motor. One of Swissauto's best-known - if abortive - projects represented its first involvement in GP racing when, in 1990, it developed a fuel-injected 250cc 16-valve four-cylinder turbo engine for sidecar use, revving to 18,000 rpm with just a 26mm stroke, and delivering 230 bhp as raced by Markus Bosinger in the 1991 GP season.

This uncovers a clue as to the reason it's understood that MuZ contacted Swissauto in the first place - because its brief was apparently to develop a supercharged, fuel-injected 750cc parallel-twin engine that would offer an exceptional power-to-weight ratio in tarmac or off-road form, with the possibility of decreasing capacity in unsupercharged guise for a low-cost middleweight roadster, or increasing it in supercharged form for the ultimate supertwin sportbike. It's not known if MuZ plans to use the engine in a developed version of the Seymour Powell-designed Kobra prototype powered by a Yamaha TDM850 motor which MuZ launched three years ago but which was never put into production, but it appears they plan a range of all-new bikes using the Swissauto-developed family of engines - and that one of these will be a fully faired Superbike. If this is the case, it seems the FIM (and AMA?) will shortly have to decide what capacity loading to apply for supercharged Superbikes running in the various displacement classes for twins, triples and fours - like 750cc supercharged twins against 1000cc unblown ones, for example...?

With the benefits of electronic engine-management systems and multipoint fuel injection, supercharging is an old idea that's back on the engineering agenda - as several prestige car manufacturers (from Jaguar to Mercedes-Benz) are underlining with its all-new models (and, of course, like Benz, MuZ is German...). With the new generation of compact, high-revolution compressors, Swissauto's expertise in small-capacity forced-induction engines should ensure that a supercharged MuZ will have leading-edge performance and torque, without the throttle-lag, heat and weight penalties of a turbo motor.

But don't expect the Japanese to be lagging behind on this new development: Yamaha, for example, has been working on supercharged engines for the past five years, most notably through its former British R&D affiliate, RS Performance - whose boss, Russell Savory, has successfully supercharged an XTZ660 single and YZF750/FZR1000 fours.

"This is an idea whose time has come again," says Savory.

than a decade, while Kawasaki sells Derbi scooters in Japan. The Spaniards have a similar arrangement with Italian scooter specialists Italjet, with whom they also have a joint purchasing agreement to hold down component costs.

And in recent weeks, Derbi has forged an agreement with Cagiva whereby the Spanish company will manufacture some small-capacity two-stroke models for the Italian brand, leaving Claudio Castiglioni free to concentrate his company's resources on getting the MV Agusta F4 and other new four-stroke models into production in Italy.

Derbi is a well-managed, far-sighted company, as is evidenced by their early expansion into Asian markets (with the construction of an engine plant in Taiwan in 1993), links with Indian and southeast Asian partners, and the signing of a joint-venture agreement with the local Huari company to build a large factory in Shandong, in the east of China, which is currently nearing completion. This will begin manufacture of 50cc Derbi models in 1998, with a projected annual production of 100,000 bikes by the year 2000. In the world's largest bike market (six times bigger than Europe's, with 9 million powered two-wheelers manufactured in 1996), Derbi is the leading European player - making the fact that they're starting up a North American operation in Miami, selling budget-priced two-wheeled basic-transportation-with-style under their "Red Power" slogan, especially significant. CN

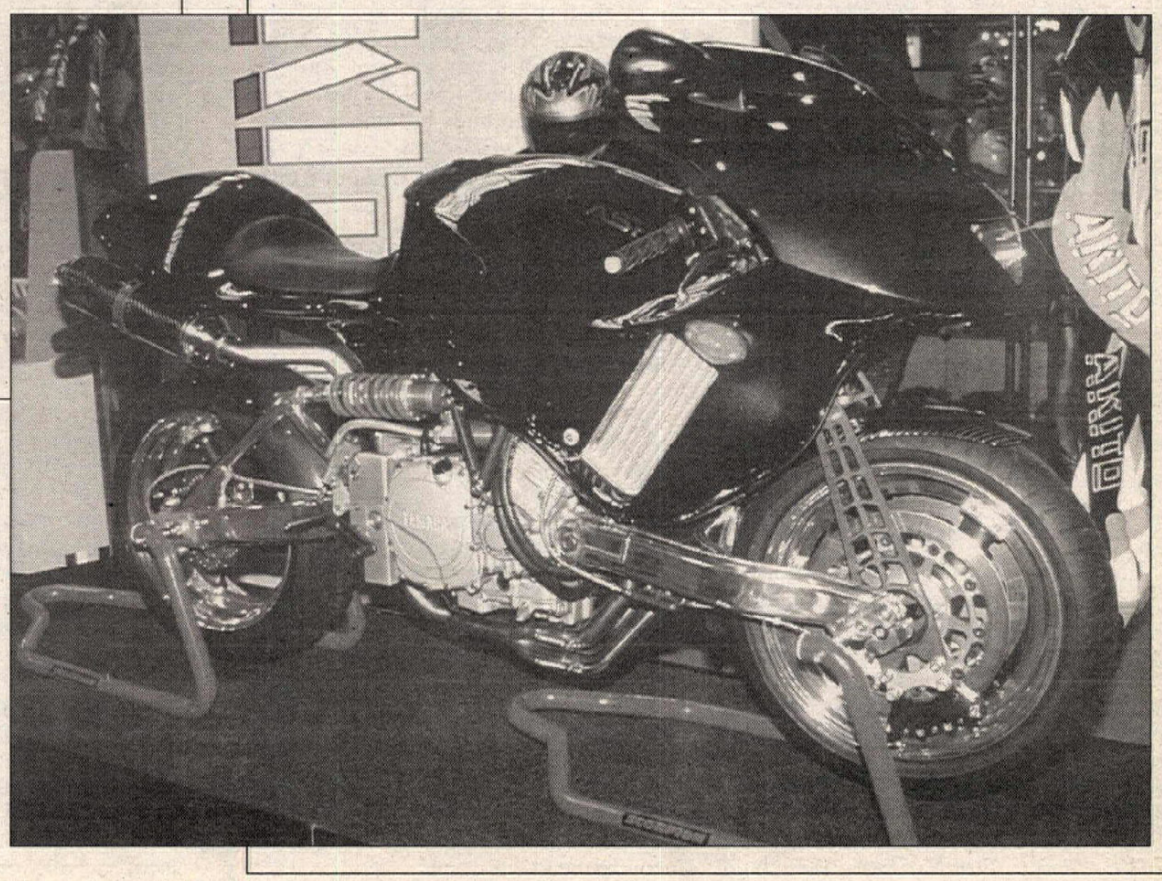
The ASP - ASAP

Sharing the limelight with the new Norton 652SM single at the Birmingham Show was a very different kind of limited-production street bike: the radical hub-center ASP, launched right on schedule by constructor Andy Stevenson.

Powered by a Yamaha YZF1000 Thunderace engine and with sharp styling by Scott MacFarlane, the ASP is the production version of the various prototype race bikes that Stevenson and his brother Jon have been developing for the past five years, with success measured by race victories and lap records in British road racing.

Now, supported by a European Union innovation grant and regional funding from the British government, the Stevensons have established a factory ready to begin production of the snake-badged ASP, the first 10 versions of which will go on sale next spring at a hefty £24,950 ($42,000) each. Entirely handmade to very high standards, the ASP has no chassis, with the front wishbone suspension and rear swingarm bolted directly to the Yamaha engine, and the carbon-fiber monocoque bodywork acting as a subframe for the rider's seat as well as shrouding the Kevlar-reinforced rubber fuel tank, which can be seen externally as part of the styling. Steering is by a flap-type articulated linkage with twin universal joints, with fully adjustable Maxton monoshock suspension front and rear, and Stevenson says the ASP's entire chassis geometry and full range of suspension settings can be altered quickly and easily, like a race bike. The side radiators work on the same basis as the Honda VFR and VTR1000, and help keep the bike - which weighs just 385 pounds with all street equipment - slim and sleek. With 145 bhp on tap in standard street form, the ASP's power-to-weight ratio rivals Yamaha's own new R1 - but with the added advantage, says Stevenson, of even better handling, thanks to his innovative hub-center design.

Production of the first batch of 10 hand-built bikes begins next spring, with each individually tailored to the customer and painted in the color of his choice.



(Right) The radical ASP made its debut at the Birmingham Show in England. Ten hand-built units will be produced next spring.

Fresh start

Texan Brad Woolsey (10) won the 250cc main Friday night and the 125cc main on Saturday night. Here, Woolsey leads Heath Voss (46), Travis Hodges (41) and Buddy Antunez (1) at the start of the 250cc main Friday.

By Dave Deringer
Photos by Kinney Jones

DES MOINES, IA, NOV. 14-16

Going into the first two rounds of the AMA/PJ1 National Arenacross Series, the only thing that was certain was uncertainty.

Several team and rider changes had most in attendance wondering what would happen when wheels were finally turned in anger to start the 1997-1998 season. Last year's champion, Buddy Antunez, was now on a Suzuki; runner-up Cliff Palmer was aboard a Kawasaki, along with Chad Pederson and Grayson Goodman; and Jeromy Buehl would be ripping it up on a Honda. That much we knew.

Somewhat surprisingly, it was Kawasaki of Carrollton that proved to be the dominating team, as 21-year-old Brad Woolsey scored the first two main-event wins of his three-year arenacross career. His first victory came in the 250cc class on Friday night and he followed that up with a 125cc-class win on Saturday. Woolsey's teammates Palmer and Goodman also scored wins, with Palmer winning Friday's 125cc main event and Goodman scoring the victory in Saturday's 250cc main.

The arena in Des Moines is a little larger than most, providing a slightly longer track, along with a different track direction. Chilly temperatures and a light snowfall outside didn't detract from rider or spectator turnout, and Saturday's event was sold out.

FRIDAY

Goodman grabbed the first main-event holeshot of the year in the 125cc final, with Todd DeHoop, Palmer and Jimmy Gaddis in tow. DeHoop made the pass into the lead on his Yamaha of Troy-sponsored machine in the wide first turn on the fourth lap, and Palmer quickly followed into second. Back in the 10th position on the sixth lap was Pro Circuit-sponsored Nick Wey. Wey was moving up quickly, however, as Palmer and Gaddis were all over DeHoop and hounding him for the lead. Palmer made the pass and looked very comfortable on his untested stock KX.

Meanwhile, Buehl and Antunez tangled at the halfway point while battling for the fifth position in a tight right-hander. On the 10th lap, Wey was up to fourth behind Goodman and looking strong, finally making a pass on Goodman on the 11th of 16 laps to take over third. And he wasn't finished - he set out after Gaddis, who was some three seconds ahead.

With one lap to go, Palmer was out front, Gaddis was riding strong in second and Wey was holding down the third spot. Antunez, meanwhile, had moved around Pederson for fourth position on the final lap after his earlier mishap.

Palmer won the first main of the year, with Gaddis and Wey rounding out the podium.

"I'd like to thank Ray Burgess for putting this Kawasaki-of-Carrollton deal together," said an exhausted Palmer. "These Kawasakis are stock and are working great."

Wey was a bit shocked at getting so near the front.

"I was working my way up through the pack and was really surprised I was that far up," explained Wey. "I got a terrible start and rode smart - I'm real stoked to be up here in third."

It was Gaddis who collected the 1-900-PRO-RACE money for his holeshot in the 250cc main on his Nielsen Kawasaki, but his lead was short-lived as he came up short on the triple, knocking the wind out of himself on the first lap and dropping out of the race. Kawasaki of Carrollton/Thor/Pro Circuit-sponsored Woolsey took over the lead, with Xtreme/Kame's-backed Mike Katin and Factory Connection/Sinisalo's Heath Voss moving into second and third, respectively.

Once again, Palmer had another decent start and was fourth. Katin was closing in on Woolsey on the fourth lap, but a slight bobble caused him to lose ground a lap later. Voss saw the bobble and moved in on Katin, with the two bumping in the corner before the big double.

On the sixth lap, Katin made a bigger error, allowing Voss to take over second place. Palmer also jumped on the opportunity, moving to third. Pederson and Antunez were also closing the gap on Voss as they held down the fifth- and sixth-place spots.

Palmer, meanwhile, was now all over Voss on the eighth lap and Voss crumbled under the pressure, allowing Palmer to take over second. Katin, who was still riding well, moved into third as a result of Voss' mishap, but had Pederson and Antunez right behind, waiting for a mistake. It wasn't going to happen,

and the two stars had to pick him off on their own.

Pederson moved by on about the 12th lap and Antunez did the same a lap later. All the while, Woolsey was riding mistake-free up front, some two seconds ahead of Palmer, who was staying within striking distance.

Antunez made his move past his friend Pederson on the 16th lap through the rough whoop section and into the final podium position. Throughout the last three laps, Palmer would close on Woolsey through those same whoops as Pederson tried to get back by Antunez - but neither would make the pass, allowing Woolsey to win his first-ever arenacross main event.

"I kept waiting for someone to come up and blow by," said a proud but shocked Woolsey. "I've never even led a main event before, and there were even some main events last year that I didn't make - so I'm really happy, and I hope the whole season goes like this."

Palmer made his second podium on the night with a strong second.

"Brad grabbed the start and he rode a great race," said Palmer. "You know the old saying, 'I've never lost, I was just behind at the end,' and I did the best I could."

"We've just got a few bugs to work out," explained third-place finisher Antunez, who was racing his Suzukis for the first time. "I just didn't get the starts that I needed tonight, but I'm confident on them."

SATURDAY

The track was slightly changed on Saturday. The whoops were rebuilt and had been made extremely deep, and the four-jump section was tightened up a little, giving the riders an option to quad.

One of the protagonists was absent by the time the main events started, as two-time Arenacross Champion Gaddis crashed hard in a 250cc heat race and was taken off the track on a stretcher. He was diagnosed with a possibly broken shoulder and missed both main events.

Woolsey captured the 1-900-PRO-RACE award for his holeshot in the 125cc main event. Palmer was again right behind him, with Xtreme/FMF/Sunstar/Pirelli's Cory Keeney and Suzuki of Gastonia/Barr's/Ballzee and Hammerhead's Jim Chester running third and fourth. At the end of the pack in last place was Nielsen's Josh Demuth.

Keeney came up short on the big double on lap two, and Chester moved into third with Antunez slipping into fourth. For the next two laps, Antunez moved up on Chester and was about to make a pass when he went over the bars in the whoop section on lap five. This left Chester all alone in the third spot, with Keeney and Tuf/Thor Honda's Jeromy Buehl in fourth and fifth, respectively.

It took some time, but Buehl moved around Keeney on the 10th lap, and by the 11th lap Demuth was up to seventh and the only rider doing the quads on a 125. Out front, though, Woolsey was riding another strong race, with the exception of one error on the triple jump. Palmer was still in second - roughly two seconds behind.

On the 13th lap, Chester - who was alone in third for most of the race - started to come under some pressure from Buehl. One lap later, Demuth was up to fifth behind Buehl, who was having trouble getting around Chester. As the white flag came out, Woolsey was still in control, with Palmer a close second.

Chester was third, with Demuth all over his tail, as he had passed Buehl a lap earlier. Woolsey rode a conservative final lap and grabbed his second win in two nights. Palmer came across the line a bike length behind in second.

When asked, "Brad who?" Woolsey replied, "I don't know; I'm a different person this year. I came here last year and didn't even qualify for two main events - this year I win two!"

Palmer, who came in a strong second, said: "I wasn't quite as relaxed as I was last night. Brad was just riding better than I was, and he deserved to win."

Those two were so far ahead that all the attention focused on Chester and Demuth in third and fourth. Chester elected to triple, and Demuth let it all hang out as he pinned it to make the quad, landing it perfectly to dive into the final corner head of Chester. Demuth styled for the crowd over the finish in third as Chester crossed the line in fourth, shaking his head in disbelief.

"It takes guts, I guess," said Demuth referring to the quad. "I felt really good tonight. I got up and felt like crap, but I talked to Broc Glover (the multi-time AMA MX Champion) before the race and I think that helped a lot. Now maybe I can get the transmission fixed on my van so I can make it to next week's race."

"I definitely got drain-plugged there," said Chester, who was still happy with fourth, "but I felt good and tried to ride smooth and ride my own race."

As Woolsey said earlier, there were a few main events he didn't make last year. Now he can add Saturday's 250cc main to that list.

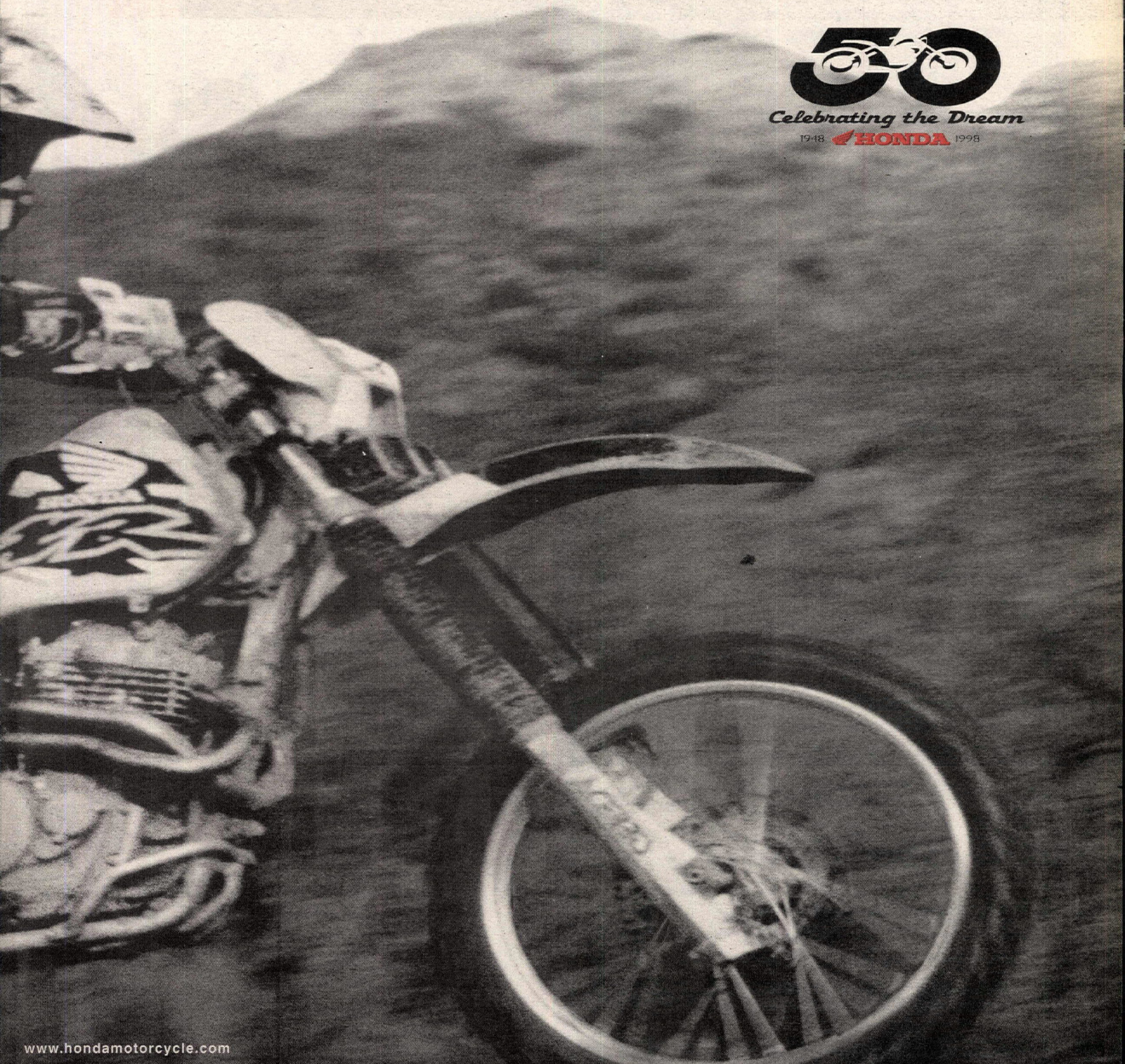
Kawasaki of Carrollton's third member, Grayson Goodman, grabbed the start in the 250cc main. Kenney and Tuf/Thor Honda's Denny Stephenson were running second and third, respectively. Stephenson, however, passed both riders on the first lap, along with Pro Circuit's Wey. On lap five, Stephenson was still out front, with Wey and Goodman in tow. Demuth was up to fourth and Antunez was fifth.

On the sixth lap, Stephenson got out of shape in the whoops and Wey and Goodman closed in. Stephenson elected

(Top) Cliff Palmer was the opening-night winner of the 125cc class. Consistent finishes throughout the week put him into the series points lead.
(Above) Grayson Goodman put everything together in the final race, topping the 250cc main.

OUR LAST WEEKEND IN MEXICO WAS A COMPLETE BLUR.

Johnny Campbell, Tim Staab and Greg Bringle came down to Ensenada and had loads of fun. You know, fun like 707 miles of torturous desert is fun. Like riding 13 hours over sadistically jarring terrain is fun. (But then what other 707-mile race feels like it's 1,000?) Fortunately for this Honda racing team, they had taken on the course aboard a rugged Honda XR®628. So they could handle anything Baja dished out. Tearing along at an average speed of 52.6 miles an hour. Not over roads, mind you. But over whatever punishment the desert threw in its path. So what exactly was the fun part in all of this? Finishing first overall and an unheard of one and a half hours ahead of the second place motorcycle team. And even then, they were also riding a Honda XR. In total, the top ten motorcycle finishers were on Hondas. This domination was an amazing feat to be sure. But not that surprising. After all, Honda has swept every SCORE event this season. Yeah, our weekend down there did go by awfully fast. It's kind of a shame we can only do this once a year.



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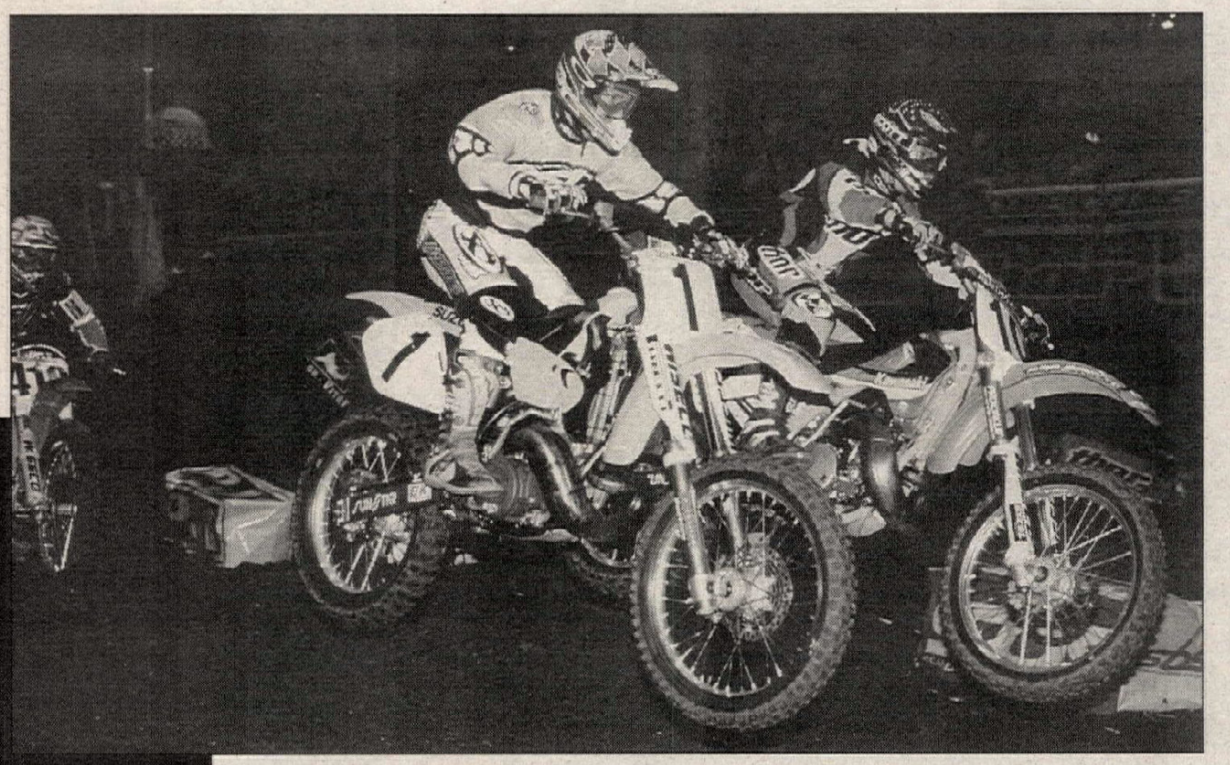
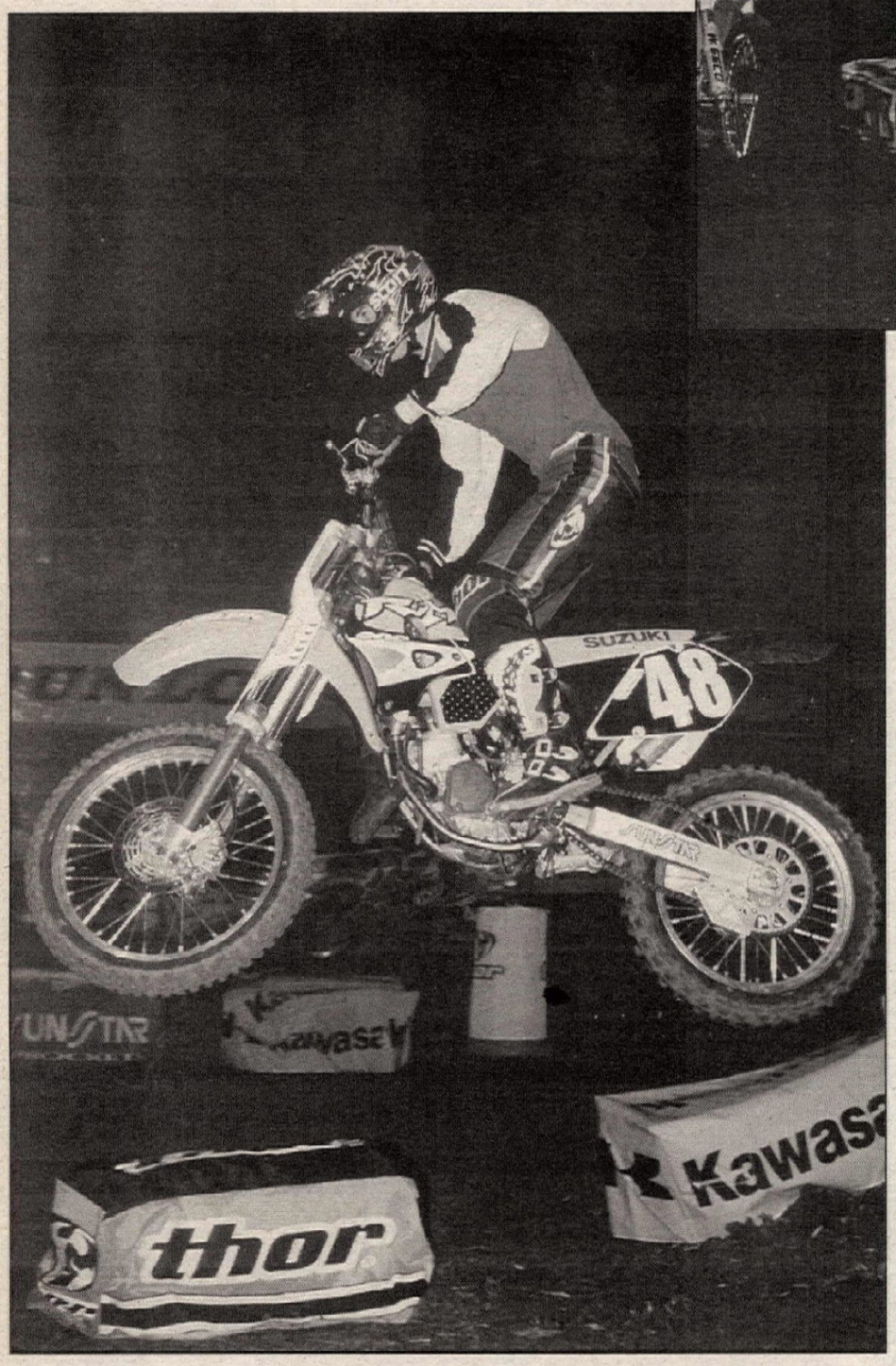
Rounds 1 & 2: Memorial Center

to triple as Wey went for the quad, grabbing the lead in the process. However, as Stephenson took Wey high on the following berm, Goodman dived inside and passed both riders for the lead. Demuth was watching all this happen from his fourth-place position and was the only rider consistently doing the quad. Stephenson and Wey went at it for the next few laps until Stephenson came up short on the triple, allowing Wey to move into second. Demuth made the pass into third on the 11th of 20 laps and dropped Stephenson to fourth.

(Right) Defending champ Buddy Antunez (1), here dicing with Woolsey, went 4-3-15-5. (Below) Josh Demuth had some promising rides, coming from behind to finish third twice.





Mike Katin, meanwhile, crashed hard on the quad and walked off the track with blood all over his face from a big gash. Goodman and Wey rode well up front to finish first and second, and Demuth crossed the line for his second podium of the night in third.

"I'm pretty excited about the win," Goodman said. "I got a good start, and these Carrollton Kawasakis are working great. This is the most prepared I've ever been going into the season." CN

Memorial Center
Des Moines, Iowa
Results: November 14-16, 1997
(Rounds 1 & 2 of 28)

Friday

125 PRO: 1. Cliff Palmer (Suz); 2. Jimmy Gaddis (Kaw); 3. Nick Wey (Kaw); 4. Buddy Antunez (Suz); 5. Chad Pederson (Kaw); 6. Charley Bogard (Suz); 7. Jeromy Buehl (Hon); 8. Grayson Goodman (Kaw); 9. Denny Stephenson (Hon); 10. Travis Hodges (Kaw); 11. Jim Chester (Suz); 12. Todd DeHoop (Yam); 13. Brad Woolsey (Kaw); 14. Cory Keeney (Yam); 15. Heath Voss (Hon).

250 PRO: 1. Brad Woolsey (Kaw); 2. Cliff Palmer (Kaw); 3. Buddy Antunez (Suz); 4. Chad Pederson (Kaw); 5. Mike Katin (Yam); 6. Jeromy Buehl (Hon); 7. Heath Voss (Hon); 8. Josh Demuth (Suz); 9. Nick Wey (Kaw); 10. Denny Stephenson (Hon); 11. Grayson Goodman (Kaw); 12. Jim Chester (Suz); 13. Tom Hofmaster (Suz); 14. Charley Bogard (Suz); 15. Jimmy Gaddis (Kaw).

DFC: 1. Denny Stephenson (Hon); 2. Cliff Palmer (Kaw); 3. Buddy Antunez (Suz); 4. Nick Wey (Kaw); 5. Jimmy Gaddis (Kaw).

JUMP OFF: 1. Cliff Adoptante.

Saturday

125 PRO: 1. Brad Woolsey (Kaw); 2. Cliff Palmer (Kaw); 3. Josh Demuth (Suz); 4. Jim Chester (Suz); 5. Jeromy Buehl (Hon); 6. Cory Keeney (Yam); 7. Grayson Goodman (Kaw); 8. Chad Pederson (Kaw); 9. Denny Stephenson (Hon); 10. Heath Voss (Hon); 11. Todd DeHoop (Yam); 12. Nick Wey (Kaw); 13. Charley Bogard (Suz); 14. Mike Katin (Yam); 15. Buddy Antunez (Suz); 16. Travis Hodges (Kaw).

250 PRO: 1. Grayson Goodman (Kaw); 2. Nick Wey (Kaw); 3. Josh Demuth (Suz); 4. Denny Stephenson (Hon); 5. Buddy Antunez (Suz); 6. Cliff Palmer (Kaw); 7. Chad Pederson (Kaw); 8. Jim Chester (Suz); 9. Heath Voss (Hon); 10. Jeromy Buehl (Hon); 11. Charley Bogard (Suz); 12. Eron Ezerins (Suz); 13. Cory Keeney (Yam); 14. Tom Hofmaster (Suz); 15. Mike Katin (Yam).

DFC: 1. Chad Pederson (Kaw).

JUMP OFF: 1. Grant Watts

AMA/PJ1 ARENACROSS SERIES POINT STANDINGS (After 2 of 28 rounds): 1. Cliff Palmer (69/1 win); 2. Chad Pederson (52); 3. (TIE) Grayson Goodman/Nick Wey (51/1); 5. Buddy Antunez (49); 6. Jeromy Buehl (48); 7. Brad Woolsey (46/2); 8. Denny Stephenson (44); 9. Josh Demuth (43); 10. Jim Chester (41); 11. Heath Voss (35); 12. Charley Bogard (32); 13. Cory Keeney (24); 14. Mike Katin (23); 15. Jimmy Gaddis (22); 16. Todd DeHoop (15); 17. Travis Hodges (12); 18. Tom Hofmaster (11); 19. Eron Ezerins (7).

Upcoming Rounds:
Rounds 3 & 4 - Albany, NY, November 21-23
Rounds 5 & 6 - Rockford, IL, December 5-7

Briefly...

Mike Kidd's Arenacross series started its **14th year** at Des Moines. One significant change is that it is now owned by Pace Motorsports. There was not much different with the program, though, as Kidd is still in charge of the events. Supercross directors Roy Janson and Todd Jendro were seen cruising the arena, always on the hunt for new ideas.

Several new teams were in force at Des Moines. Grayson Goodman, Cliff Palmer and Brad Woolsey are all now under the **Kawasaki of Carrollton/Thor** banner. Last year's champ, Buddy Antunez, is on the new **Primal Impulse Suzuki** team, along with Charley Bogard. The biggest surprise for most was that homestate hero Chad Pederson is now riding for **Nielsen Kawasaki** with his new teammate Jimmy Gaddis. When asked how long ago this deal came through and how long he has been on the bikes, Pederson said, "About an hour." Also under the Nielsen tent is the 18-year-old Josh Demuth, although he will be riding Suzukis.

Team TUF/Thor Honda showed up in force at Des Moines. **Denny Stephenson** is still on the team, but his new partner is **Jeromy Buehl**, who filled the spot vacated by Buddy Antunez. Buehl and Stephenson looked at home in the pits and on the track. When asked if he still shares track info with Antunez, Stephenson replied: "Actually, we're pretty tight, but we're on different teams this year and there's no need for us to share secrets like we did last year. Now I talk to Jeromy about stuff like this." Stephenson was still riding his 1997 CR125 because he hasn't had much time to get used to the new aluminum-framed Honda.

Since many of the teams and riders had just secured new deals, most of the bikes were not sporting new graphics. **Team TUF/Thor Honda** was an exception, as Tuf's owner, Dave Antolak, also has a little say in their graphics sponsor - Factory Concepts. The new Honda's graphics looked similar to those of last year's, but the numbers are more European-style: big and fat.

Several of the arenacross regulars were no-shows at Des Moines. **Mike Jones**, **Trey Owens**, **Shawn Morgan** and **Andy Boyer** were nowhere to be found. Jones is currently racing overseas for some pretty good start money, Owens and Morgan have apparently hung up their leathers for other interests, and Boyer is recovering from a major get-off in South America.

Broc Glover is back! Well, sort of. On both nights of racing, the six-time AMA National Champion was seen walking around with a PJ1 jacket on. "I've moved to Des Moines," the always-smiling Glover said. "Actually, I'm here on a consulting basis for PJ. They've sponsored me since 1977 and we've been friends ever since." Glover was referring to P.J. Harvey, the owner of PJ1, who was also in attendance with Glover.

On Saturday night, the usual **Dash for Cash** had a little different flavor to it. Normally, the heat-race winners are invited to a four-lap, winner-take-all race, with the money coming from donations from the crowd. Well, this time the top seven riders from last year's point series were invited, but the catch was that all donations would go to a woman from Iowa who is due to deliver seven babies (septuplets). Fans were allowed on the track for about 15 minutes to put their money in a pot and say "hi" to their favorite riders. Donations (ranging anywhere from $1 to $100) were taken from the giving fans. The biggest chunk came from the television crew of Chet Burks Productions - $140. PACE and PJ1 also threw in $500, bringing the grand total to $2618.

For the first time in the history of the arenacross series, **holeshot awards** will be given away at each round. 1-900-PRO-RACE will give $100 to the first rider who crosses the chalked line in the first turn in both the 125 and 250cc main events.

Wyatt Seals is now turning wrenches for Grayson Goodman. "I worked for Grayson back in '93," said Seals, "and I'm going to help him through the end of arenacross, then it may extend into the final supercrosses. Then I'm going to work for his father, who builds homes in the Dallas area."

Headed to an arenacross near you? Here are the **top 10 riders** and their new numbers: 1. Buddy Antunez; 2. Cliff Palmer; 3. Denny Stephenson; 4. Chad Pederson; 5. Jeromy Buehl; 6. Shawn Morgan; 7. Todd DeHoop; 8. Grayson Goodman; 9. Jimmy Gaddis; 10. Brad Woolsey.

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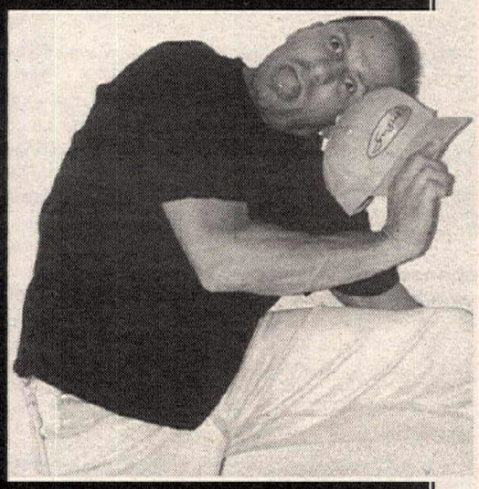
HERE'S THE MENU:

Racing continues on MotoWorld with events like the AMA Arenacross Series, the Grand Prix of Mexico, and the Super TT at Buttonwillow. Plus, the L.A. to Vegas DualSport and more profiles of your favorite racers! Then, as 1997 comes to a close, don't miss the Best of MotoWorld as we review the top stories of the year. Remember the year that was, on MotoWorld!

Ricky Carmichael will carry the number one plate in the 125cc class. Jeff Emig will once again carry the number one plate in the 250cc class. Jeffro will also carry the number one plate in Supercross next season for the first time in his career. Kevin Windham earned the plate in the 125cc West Supercross, while Tim Ferry took it in the 125cc East Supercross Series. The coveted title of Champion belongs to only a handful of men in 1998. Watch them earn those titles again by watching the 1997 season. It's history all over again!



MW2 Rev It Up goes to Key West, Florida, to take on the Superboats. Faster then a speeding marlin, more powerful than a killer whale, capable of leaping higher than the tallest Tsunami. It's Superboats! Jerry goes behind the scenes with Champion, Matt Alcone and Argentina Senator and racer, Daniel Scoli. Then, it's off to the U.S.A.R. Jackaroo Pro Cup finals. They're the coolest and the sleekest of the high powered racing cars and Bernardo gets to sit in one. Finally, it's the final show of the season as we review the top ten shows of 1997. Join us to relive the laughs , the fears, the victories and the tears (caused by pepper-spray) on MW2 Rev It Up!

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Date	Eastern Time	Description
12/1/97	3:00 AM	MW2 Rev It Up (R)
12/2/97	5:30 AM	MotoWorld (R)
12/6/97	12:00 PM	MotoWorld
12/6/97	11:00 PM	MotoWorld (R)
12/10/97	2:30 AM	MotoWorld (R)
12/11/97	7:00 PM	MotoWorld
12/13/97	12:00 PM	MW2 Rev It UP
12/14/97	8:30 PM	MotoWorld (R)
12/15/97	4:30 AM	MW2 Rev It Up (R)
12/17/97	2:30 AM	MotoWorld (R)
12/19/97	7:00 PM	MotoWorld
12/20/97	12:00 PM	MotoWorld (R)
12/22/97	3:00 AM	Los Angeles, CA Supercross (R)
12/23/97	4:00 AM	MotoWorld (R)
12/23/97	3:00 PM	Houston, TX Supercross (R)
12/24/97	3:00 PM	Tempe, AZ Supercross (R)
12/26/97	7:00 PM	MotoWorld
12/26/97	3:00 PM	Seattle, WA Supercross (R)
12/27/97	12:00 PM	MotoWorld (R)
12/27/97	5:00 PM	MW2 Rev It Up
12/29/97	12:30 AM	MW2 Rev It Up (R)
12/30/97	2:30 AM	MotoWorld (R)
12/30/97	3:00 PM	Indianapolis, IN Supercross (R)
12/31/97	3:00 PM	Atlanta, GA Supercross (R)

THIS WEEK'S SPECIALS:

AMA Supercross Series

125cc 250cc AMA Motocross

MotoWorld

MW2 Rev It Up espn2

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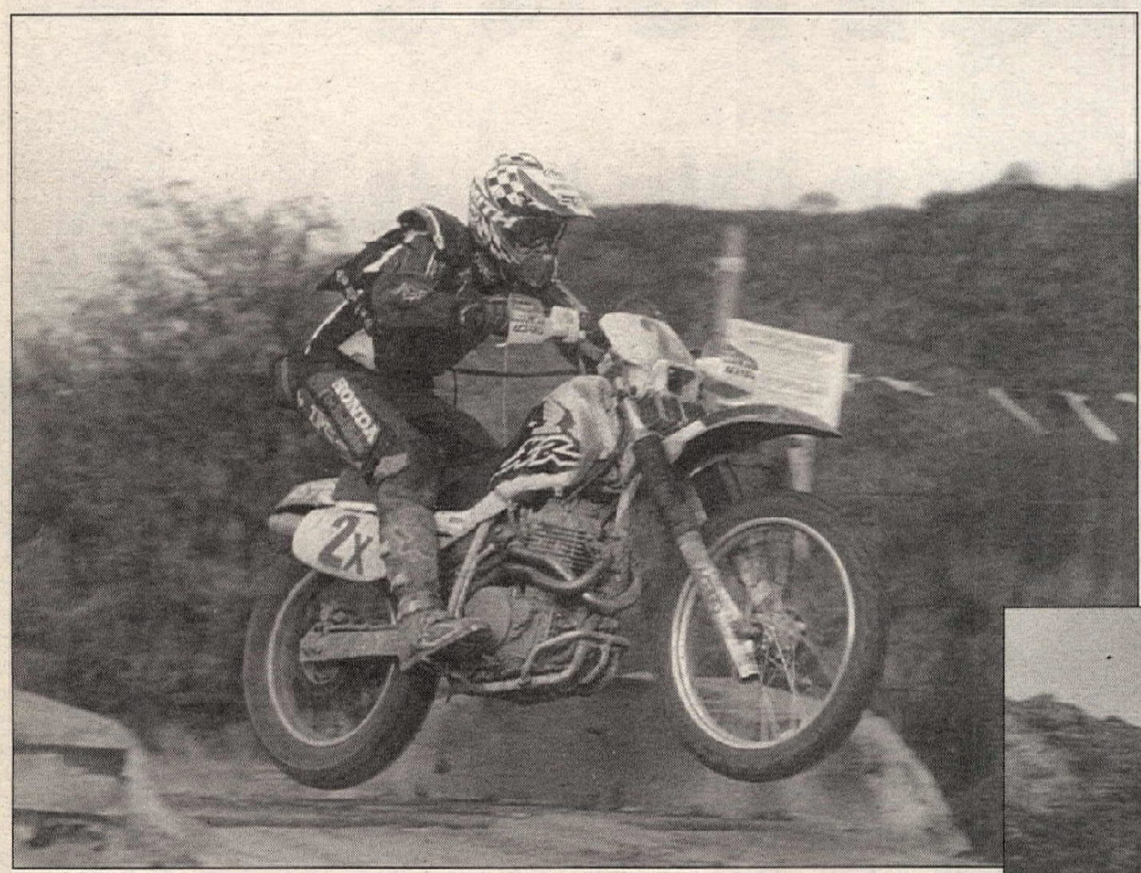
Honda sweep



(Left) Johnny Campbell (shown) teamed with Tim Staab and Greg Bringle to win the 30th running of the Baja 1000. It was Team Honda's first win in 10 years.
(Below) Fred Willert and company topped the 250cc class, finishing third overall.

By Kit Palmer
Photos by Trackside Photo

ENSENADA, BAJA CALIFORNIA, MEXICO, NOV. 14-15

"It's been burdening me for a long time, but I knew it would come," said Johnny Campbell, Team Honda's rider of record (ROR) for the 30th running of the SCORE Baja/Tecate 1000.

The "it" Campbell was referring to was to "win" the Baja 1000, a race he's finished in second more times than he would like to remember. But this time, Campbell won't forget a thing, as he and his teammates Tim Staab and Greg Bringle, on an XR628 four-stroke, combined their efforts to win the prestigious off-road race.

"I've finished second three times, and it really feels good to win it this time," Campbell said. "Actually, I would've been quite bummed if we didn't win."

He would have been bummed because Team Green Kawasaki, who has dominated the event for the past nine years, completely ignored this year's race and did not field a team. In fact, there were only a few Kawasaki machines registered in the event, but Honda's presence was surely made known, as Honda-mounted riders filled the top 10 finishing positions. Also, Honda is quick to point out that every Honda motorcycle that started the event finished the 770-mile race.

"I'll tell ya, it would've been a good race had they (Kawasaki) competed," Campbell said. "Kawasaki, they've done a good job the last nine years, but I didn't miss them (this year)."

This year's victory by Team Honda was its first since 1987, when Bruce Ogilvie and Dan Ashcraft raced to the win.

It took Campbell, Staab and former quad racer Greg Bringle 13 hours, 19 minutes and 59 seconds to complete the course, and their speed average computed to 52.61 mph. Their speed was also good enough to overall the entire event, besting the top four-wheel vehicle - a Chevrolet C1500 trophy truck driven by Larry Ragland - by more than 30 minutes.

"It feels good to beat the quarter-of-a-million-dollar trucks on our $10,000 motorcycle," Bringle said. "They (the car and trucks) get all the TV coverage, so it's nice to beat them."

"Yeah, it's cool to beat the trucks," Staab said. "It's just a good feeling to beat everyone. It just proves how fast we went."

Bringle, who quit racing motorcycles to make a successful living racing quads, is now shifting his attention back to motorcycles.

"This is my biggest win on a motorcycle, period," Bringle said. "I've won a lot of races on quads, but nothing can match overalling the Baja 1000 - being the machine across the finish line first - it feels great."

Finishing second overall was another Honda-mounted, five-rider team, this one comprised of Marc Burnett (ROR), Mike Healey, Jeff Capt, Tex Mitchell and Robert Prather. The private Honda squad gave the factory Honda trio a run for their money early in the race, but they couldn't maintain the fast pace set by Campbell, and then Staab and Mingle, the whole way. Approximately 250 miles into the race, the Burnett team started to drop back and was latter hampered by a broken exhaust pipe and a foul-running bike. They soon fixed their problems, but the damage was already done and all they could do at that point was hope - hope that something bad would happen to the leading team. Nothing did. Burnett's team charged hard but still ended up finishing more than an hour behind the winning duo.

Third overall went to the top-finishing Class 21 (250cc) team made up of Fred Willert (ROR), Tim Morton and Ron Wilson. The Willert team rode its Honda CR250R to victory in a time of 14 hours, 56 minutes and 58 seconds, averaging 46.81 mph.

The winning Class 30 (riders over 30 years of age) team crossed the finish line in fourth place overall, and one of the team's riders was two-time AMA Supercross Champion Rick Johnson. Johnson and teammates Matt Barney (ROR), Cliff Matlock, Ken Grimsley and James Cloud rode a Honda XR628 and finished the race in 15 hours, 16 minutes and 12 seconds, with a 45.93-mph speed overall.

In Class 40 (riders over 40 years of age) competition, Honda XR400-mounted Chris Eberz and Mark Daniels, both from Santa Barbara, California, took the win, stopping the clocks in 20 hours, 0 minutes and 24 seconds. However, the Class 50 team of Richard Jackson and Gary Colbert did Eberz and Daniels three hours better, finishing the race in 17 hours, 0 minutes, and 17 seconds.

In all, 32 motorcycle teams started the race; 17 of them failed to make it to the finish line. The only motorcycle to finish other than a Honda was a KTM ridden by the third-placed Class 50 team of Ron Bishop, Dick Vick and Bill Menchan.

Race day dawned cold and damp. On Thursday, the day before the start, rain saturated the course and, although it was still cloudy and gray Friday morning, it had stopped raining for the start of the race in Ensenada. Because of the rain, some sections of the course were rerouted. Campbell was the first motorcycle rider off the starting line, and he quickly discovered that things were different.

"The rain had really changed things," Campbell said. "Everything was really different. The washes were real rocky because of the flooding, and the ruts had grown. It was real wet and muddy, and as we dropped into Ojos Negros Valley, it got real foggy and we had problems with our goggles fogging up."

The next bike left the starting line 30 seconds later with Healey at the controls, and it did not take long for Healey to catch Campbell on the muddy course.

"I rode the first 250 miles and I knew Mike would be right there," Campbell said of the start. "He has more mud experience than me and he caught up to me."

And a battle royal commenced.

(Above left) Rick Johnson was a member of the winning Class 30 team.
(Above) Chris Ebertz was the only finisher in Class 40.
(Left) Mike Healey (shown) gave Campbell a run early in the race. A broken exhaust slowed his team's progress, but they still finished second overall.

"It was a good race," Campbell said. "It was full-on bar-to-bar racing. He (Healey) would pass me, make a mistake, and I would pass him back. Then I would make a mistake and he would pass me back. We went back and forth a lot - bar to bar for the first 80 miles."

However, as the lead duo headed into Ojos Negros, the course changed, becoming more to Campbell's liking, and he eventually opened up a modest 30-second lead going into the first gas stop.

"The course turned into more road, and a lot more spectators were out, and I have more experience with this type of riding," Campbell said. "I was able to pull about 30 seconds on him."

As the race continued on, Campbell steadily stretched out his lead over Healey and, by the third gas at El Alamo, that lead had grown to approximately two minutes.

"We gassed and then we headed over the summit," Campbell said. "It was really cold, and there was a little rain, too. The trail dropped into the desert and I had some real good lines, and by the time we got to Borrego, we had about a 20-minute lead.

"I heard that Healey had a close call with a car and had to ditch it into a bush," Campbell said. "That cost them a couple of minutes."

At Borrego, the lead team made a quick wheel change and Staab took over, and it was his job to get the bike 180 miles to the Mike's Sky Ranch turnoff, where Bringle was waiting. Staab was happy to get on the bike with about a 20-minute lead.

"It was great," Staab said. "When I got on the bike, we had a big lead, so I didn't want to make any mistakes. I had a perfect ride; I got a consistent pace that I thought nobody could match, and I think I gained about seven minutes (on the second-placed team) the first 40 miles."

After having his too-close-for-comfort encounter with a car, Healey came in and handed off the bike to Mitchell, and shortly thereafter the team would suffer more problems - this time a broken exhaust.

"I heard the bike," said Cliff Matlock, who was competing in Class 30. "The exhaust pipe was almost dragging in the dirt and (the engine) was misfiring really bad."

Staab did his job in getting the leading Honda to Mike's junction and handed the bike back to Campbell, who took off with about a 50-minute lead and piloted the bike to Valle de Trinidad. It was here, at about 3 p.m., where Campbell turned the bike over to Bringle after performing some maintenance on the bike, such as changing wheels, air filter and brake pads, and hanging the bike's night-lighting system. Bringle left Valley de Trinidad enjoying about an hour lead on the runner-up team.

Repairs were made to the second-place bike at Mike's junction, and by the time they got back underway and into Valle de Trinidad, Bringle was long gone.

"When I got on the bike, it was my race to lose," Bringle said. "I thought, 'Don't make any mistakes and just make sure not to hit that killer rock with my name on it.' I had to be real careful, because the rain had changed the course dramatically. The ruts had grown five times from when he preran the course."

Bringle's section was the Pacific Coast side of the peninsula, and he was spooked by the many cars and animals he encountered along the way.

"The only thing I was worrying about was cars and cows," Bringle said. "A couple of cows scared me pretty bad, but I really didn't have too many close calls. When I got the bike from Campbell, he told me about a speed trap (a spectator-made obstacle) and I was prepared for that one, but he didn't tell me about the eight others," Bringle joked. "One thing you can't predict in Baja is the weather, the animals, cars and speed traps."

Bringle managed to avoid hitting any rocks, cars or cows, and brought the leading Honda into Ojos Negros, where it was decided at the last minute to put Campbell back on the bike and have him ride through the darkness - though under clear skies and a full moon - to the finish at Ensenada.

Bringle was happy to do his part.

"I had a smooth ride; actually, it was kind of boring," Bringle said. "The only person I had to battle was myself - I wanted to go fast but didn't want to make a mistake. Luckily, I didn't make any mistakes and just put it in cruise mode, and I still pulled away. The important thing is to not make any mistakes - that's how you win Baja."

By this time, the second-placed team was well over an hour behind the leading bike and, barring any catastrophes in the last 80 miles, Campbell and his team had the race won.

"The last section went well for me," Campbell said. "In Guadalupe Wash, I had to watch out for some of the jumps and ditches that the locals built, but nothing came of them. Overall, nothing crazy really happened the whole race. I never had a race this good."

More than an hour and a half later, the Burnett bike crossed the finish line, followed later by the winning Class 21 team.

Rick Johnson rode his team's crippled Honda across the finish line in fourth overall.

Cliff Matlock, one of Johnson's teammates, quickly summed up their team's ride: "It wasn't flawless but it went good. Matt Barney started and chased down the leaders of our class. Ricky (Johnson) took the bike at the first gas and followed the leaders of our class until he said, 'To hell with this,' and passed them. Johnson pulled about a two-minute lead by the time we got to El Alamo and our second gas.

"James Cloud got on, rode over the summit and got lost on the dry lakebed (which wasn't very dry)," Matlock said. "He got the bike stuck in the mud and thought it was over, but he got it out, and got to Borrego, where he gave the bike over to Ken Grimsley. Grimsley had a good ride but forgot to gas up the bike before giving it to me. I went about 15 miles and ran out of gas. I eventually found some people who had two-stroke gas, and I rode the next 6 miles to the Honda pits."

Matlock eventually handed the bike back over to Johnson, who later developed transmission problems.

"The transmission locked up and Rick had to push the bike," Matlock said. "He finally got it into gear and was stuck in third. Johnson got the bike to me and I was going to ride the last 30 miles, but I thought it would be best if *Rick Johnson* rode the bike to the finish. He crashed once when he went to the left of a jump the locals had built and ran into the ditch where they had dug out the sand to build the jump. He went over the bars but was smart enough to keep the engine running. He eventually got to the finish, and we were happy with that." CN

SCORE Baja/Tecate 1000
Ensenada, Baja California, Mexico
Results: November 14-15, 1997

CL 21: 1. Fred Willert/Tim Morton/Chad Hauck/Ron Wilson (Hon) 14:56:58; 2. Tamoki Hayaski (Hon) 18:00:30; 3. Jay Manning/Del Cabo (Hon) 20:42:12; 4. Tamayuki Morikita (Hon) 21:46:14; 5. Kiyonari Otuka (Hon) 27:46:34.

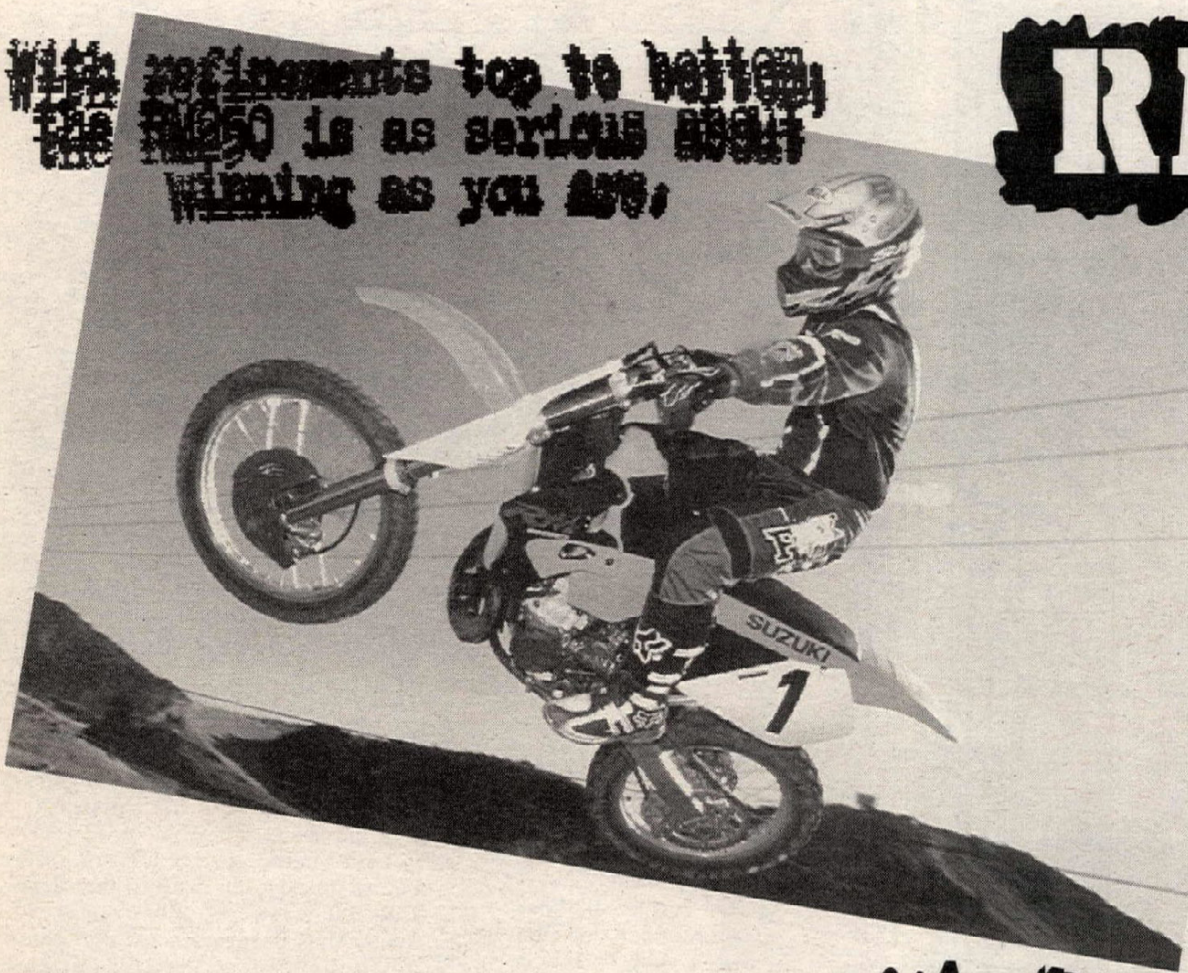
CL 22: 1. Johnny Campbell/Tim Staab/Greg Bringle (Hon) 13:19:59; 2. Marc Burnett/Mike Healey/Jeff Capt/Tex Mitchell/Robert Prather (Hon) 14:45:47; 3. Arturo Salas (Hon) 16:13: 36; 4. Jonah Street (Hon) 22:58:06.

CL 30: 1. Matt Barney/Rick Johnson/Cliff Matlock/Ken Grimsley/James Cloud (Hon) 15:16:12; 2. Scott Dunlevey (Hon) 17:33.00; 3. Mike Barnhill (Hon) 17:36:07; 4. Gerardo Garcia (Hon) 19:39:06.

CL 40: 1. Chris Eberz (Hon) 20:00:24.

CL 50: 1. Richard Jackson/Gary Colbert (Hon) 17:00:17; 2. Peter Barnes (Hon) 19:41:02; 3. Ron Bishop/Dick Vick/Bill Manchen (KTM) 22:01:13.

See The '98 RM Models at Your



RM250

Get ready for a bike that's designed without compromise - the 1998 RM250. Its engine, chassis and suspension have all been modified to turn horsepower into even better acceleration and power when you need it.

The port timing and shape are modified. It has a redesigned flat-top piston complemented by a new Power Jet carburetor. And the ignition timing has been refined for optimum combustion. The result? Power that's instantly accessible whether accelerating out of corners or pulling hard down a straightaway.

This year the RM250's slick-shifting transmission is slicker still. A refined clutch increases durability. And beefed-up transmission components make it more rugged than ever. But better engine performance is only half the story. The RM250 features thoroughly refined front and rear suspension systems. The conventional, twin chamber cartridge-type forks - already renowned as the most responsive units on the track - are lighter with reduced friction. The rear suspension features a new swingarm and linkage, and a larger-diameter shock piston. Both front and rear suspensions provide more progressive damping and greater shock absorption, especially over stutter bumps.

* Piston-reed induction and AETC+P (Automatic Exhaust Timing Control + Power Chamber) help generate exceptionally strong mid to top range and instant throttle response

*New flat-top piston, modified exhaust valve shape and timing, and new ignition timing increase low-end responsiveness

*Long-stroke engine design for extra primary compression and low-end power

*Push-rod style clutch includes new disc material for improved durability

*New Power Jet carburetor delivers crisp throttle response

*Waterpump located inside the crankcase helps protect it from damage

*Exclusive 49mm Conventional Twin Chamber Forks are lighter and feature reduced friction

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The RM has a computer-designed and race-proven chassis that helps it respond precisely in tight, rutted corners or wide-open sweepers. With nearly 11 inches of travel front and rear, its suspension responds smoothly to small bumps, yet offers exceptional resistance to bottoming over jumps. And its hydraulic disc brakes front and rear provide consistent feel and powerful stopping ability in virtually any track conditions. The RM80's engine features Suzuki's exclusive Automatic Exhaust Timing Control (AETC) system; liquid-cooling and case-reed induction.

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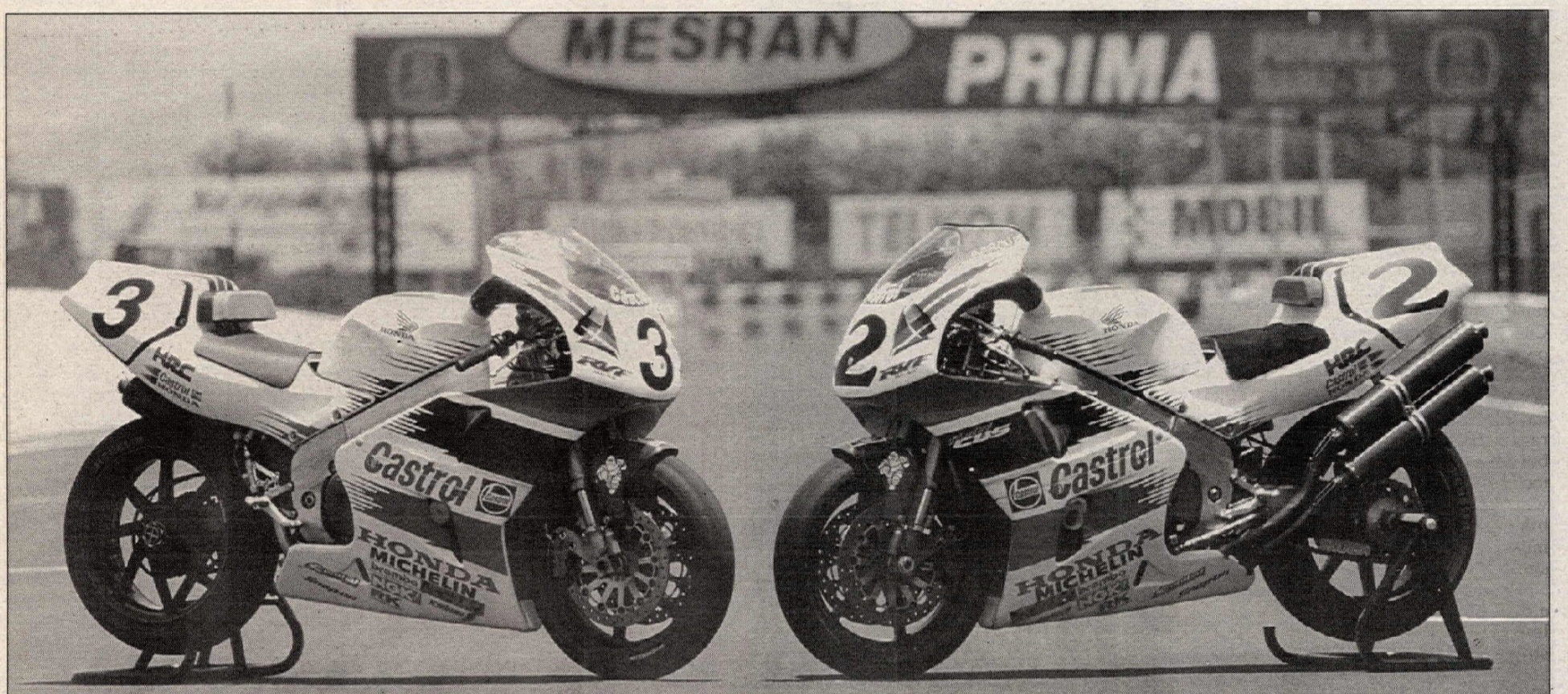


Simply the best

By Alan Cathcart
Photos by Kel Edge

So - they did it.

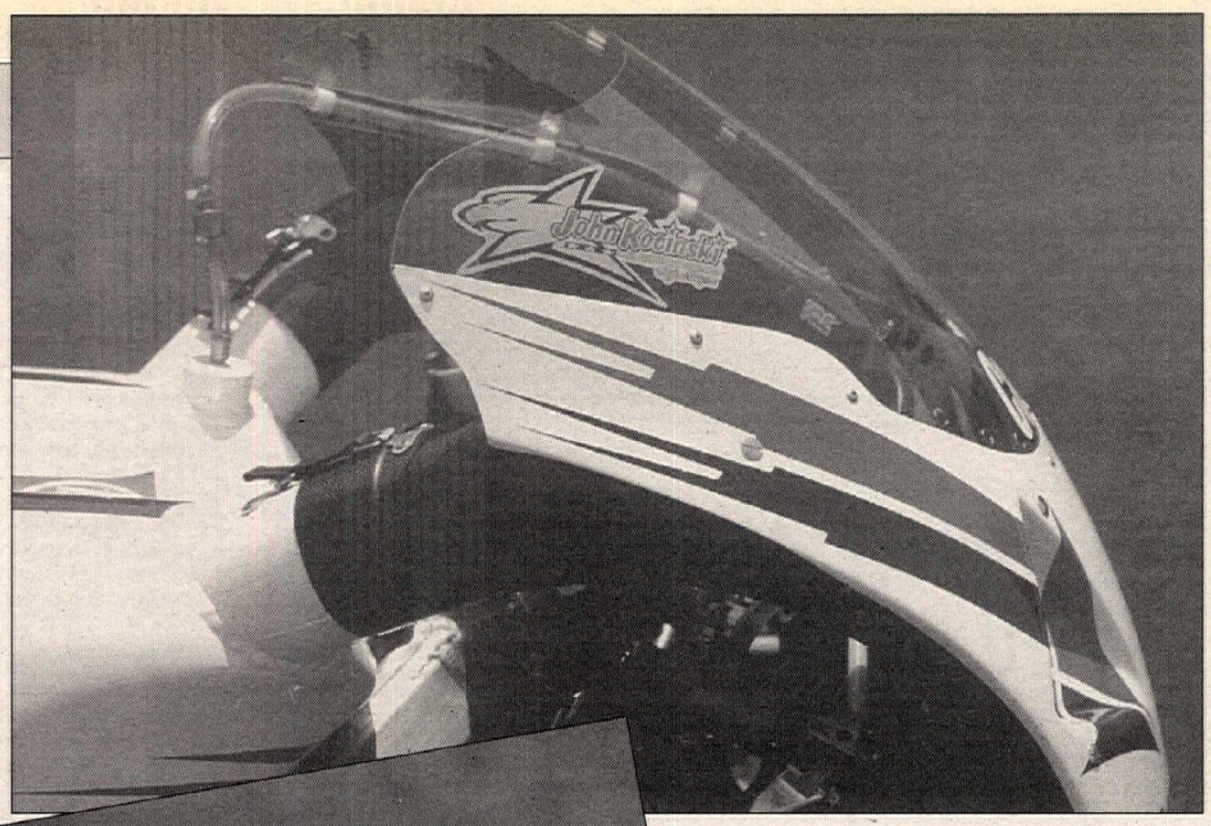
In 1997, thanks to John Kocinski, Honda finally achieved its superbike goal after four years of trying, retrieving the World Superbike Championship that it last won back in 1989, courtesy of Fred Merkel and the RC30. After six successive Ducati V-twin titles, punctuated with a solitary one for Kawasaki, another American at last regained the crown that, on the eve of Honda's corporate 50th birthday, the company's bosses perhaps covet above all others on two wheels: the top honor in four-stroke motorcycle racing, on which Honda's corporate and sporting success over the past 50 years was originally based. For the British-based Castrol Honda team and its manager, Neil Tuxworth, who had been charged with this crucial task, it was mission accomplished.

They did it.

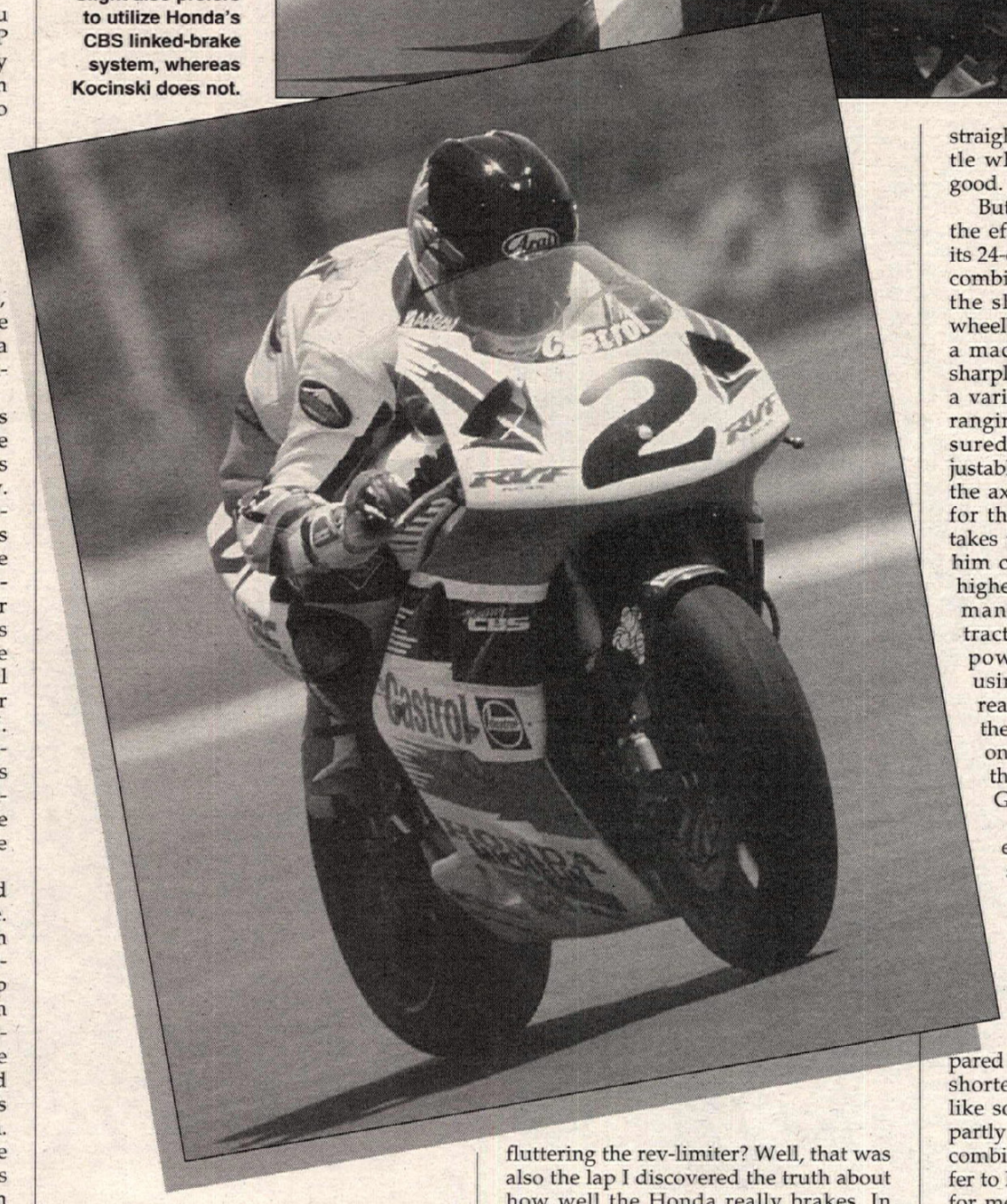
For me, the chance to ride the 1997 World-title-winning RC45 at Sentul - the day after new champion Kocinski scored his ninth race victory of the season in Indonesia in the final round of the year - completed a hands-on overview of the extended development cycle of the RC45 Honda, which I first rode in prototype form at Suzuka almost exactly five years ago. Back then, I'd already had an inkling of the handling problems that would afflict the new model in World Superbike action, and said so in my article: not enough weight on the front wheel, leading to power understeer and, more critically, potentially compromised steering and front-end grip. Full marks to Honda for not taking offense, but instead allowing me to ride each successive version of the bike in succeeding years, for a close-up experience of its development curve. Along that curve, HRC's technicians and the British-based Castrol Honda team continually strove to turn an ugly duckling into a World Championship-winning swift swan - a bike that, as it grew up, won the U.S. and American Superbike titles with Miguel DuHamel, Anthony Gobert and Kirk McCarthy, but never quite the coveted World crown - until now.

For, in 1997, Honda achieved its goal - and by winning the crucial Suzuka 8 Hours race this year as well, the RC45 came into its own at the world level, a fact that must have given particular satisfaction to the HRC development engineer leading the team whose task it has been to nursemaid the model's title-winning talent - Syuhei Nakamoto. He was on hand for my Indonesian escapade.

(Top) Primed and ready at Sentul, Indonesia, the World Superbike Championship-winning Honda RC45s of John Kocinski (3) and Aaron Slight (2) stand waiting for *Cycle News* European Editor Alan Cathcart. (Above) Chassis feel and power output of Kocinski's championship RC45 are not unlike those of a 500cc Grand Prix machine: short and fast.



(Left) The name on the fairing speaks volumes, but Kocinski's World Championship title was actually the culmination of five years of constant development to - and practically a reinvention of - the RC45. (Below) In contrast to Kocinski's bike, Slight's machine feels longer, lower and more stable. Slight also prefers to utilize Honda's CBS linked-brake system, whereas Kocinski does not.



Riding the Castrol Hondas of both World Champion Kocinski and teammate Aaron Slight at Sentul revealed one crucial fact: To win the World title this year, Honda reinvented the RC45 (see sidebar for how and why). Previous versions that I've ridden felt at once like the power-up progeny of the year-before's bike, even down to being recognizably descended from the RC30 of a decade ago, thanks to an ultraflat torque curve and smooth power delivery, but with the instant response and crisp throttle action of the RC45's PGM-F1 fuel-injection package. But the '97 World Champion Honda has a character all its own.

Kocinski's bike underlined this - because to make this bike motor, you have to ride it like the four-stroke GP racer that it has now undoubtedly become. Maybe that's why Li'l John took to it so quickly. As the only rider to win World titles in GP and Superbike racing, the reinvented RC45 must have reminded him of the two-strokes he used to race in GPs.

However, it still drives as cleanly as a road bike out of slow turns from as low as 600 rpm, and there's a clean, strong pull into five-figure rev mode, accompanied by that trademark drone from the twin-silencer exhaust. Honda is the only four-cylinder Superbike contender to employ it.

From 10,000 rpm on, however, things start to happen faster, even on an engine that at any point in the powerband feels hungry for revs, it spins up so quickly. Twisting the light-action throttle produces instant engine response, almost as if by magic - inertia and friction have obviously been reduced to the minimum. And as the engine picks up ever more strongly over 10 grand, as soon as the tacho needle hits 13,000 rpm, it's like the leopard changes its spots, Dr. Jekyll becomes Mr. Hyde - or any other chameleon cliche you can think of. Abruptly, the world goes into fast forward, and the Honda takes off. This four-stroke Superbike takes on the mantle of a two-stroke GP racer - you have to pinch yourself to make sure you're not riding Mick Doohan's NSR.

The increase in engine speed, and thus acceleration, is literally awesome. Nothing I have ever ridden before with valves that go up and down - and especially not another Superbike - picks up speed like this on a race track. And in spite of the World Superbike class's 70-pound weight penalty, I reckon there are a few 500cc GP bikes that would struggle to stay on terms with this Honda four-stroke coming out of a turn. It even sounds different, that flat drone becoming more of a whine as the revs pick up so quickly, and all of a sudden you're making friends with the 14,750-rpm rev-limiter, because you weren't paying attention and were unprepared for that rush of revs.

Okay, a quick tap on the fabulously smooth power-shifter - hold the gas wide open as you do so - and there's a slight change in octave level as the motor drops a few hundred revs before rushing to shake hands with the rev-limiter again. The fact that the gear cluster isn't extractable for quick internal ratio changes could be a handicap in making the most out of this motorcycle, because gearing it to take full advantage of the relatively narrow super-powerband could be quite critical. Perhaps this is why their rivals say the Honda duo spend quite a lot of time fluttering the rev-limiter for as long as two or three seconds rather than waste a gear change.

Make no mistake: Though the Honda has increased midrange grunt as well, and the old dip in the power curve around 12,000 rpm is now just a memory, the RC45's substantial extra top-end power makes it important to rev the bike hard exiting a turn if you want to max out your drive down the next straight. You don't need to be a superstar to get it on out of Sentul's last turn, though, where a slow right-hander leads through a faster kink onto the long front straight. Once you get the line right, just press the trigger and feel the Honda rocket out of the bend, tapping the power-shifter each time you see the tacho needle shooting past 14,500 revs. With a bit of luck, you will avoid the 14,750 rev-limiter, even though I once - ahem - tried to change up into a nonexistent seventh gear at those revs. Mmm - what was that about fluttering the rev-limiter? Well, that was also the lap I discovered the truth about how well the Honda really brakes. In the right-hander at the end of the straight, panic set in, and I had to squeeze extra-hard to stop because I'd missed my brake marker. Fortunately, this wasn't the lap on which the dog ran out in front of me there. (That came later!)

Hopping aboard Kocinski's bike, I'd immediately discovered the same GP-style stance as on his works Ducati which I rode a year ago, with jacked-up rear ride height, low-set handlebars quite wide-spread for added leverage, a thick pad on the back of the seat to keep your body weight in the middle of the wheelbase - but still a surprisingly spacious riding position that gives lots of room to move about the bike, because John sits farther back on the bike than Aaron, who loads up the front end with his body weight. On the Kocinski bike, this allows you to tuck well down in a straight line, yet still slide forward a little when you sit up for turns. It felt good.

But jacking up the rear end steepens the effective steering-head angle from its 24-degree static measurement, which, combined with the fact that John runs the shortest swingarm and tightest wheelbase possible on the bike, delivers a machine that steers quickly, turns sharply and handles nimbly. Honda has a variety of swingarm-length settings, ranging from 528mm to 555mm (measured from the center of the nonadjustable swingarm pivot to the center of the axle). While Slight invariably goes for the longest one, Kocinski usually takes the shortest - which in turn helps him counter the effect of the Honda's higher center of gravity (compared to many of its rivals). By using the tractable motor's beefy midrange to power-steer the bike in turns, and using the shortened wheelbase and rearward weight transfer to lighten the front wheel, he can turn the bike on the gas. It's a modified version of the technique he used to win 500cc GP races with Cagiva.

Without pretending you can emulate J.K., you can still feel this setup in two ways: first, by the way the shorter, steeper Kocinski bike turns in more nimbly than the Slight machine, and secondly when it waves the back wheel in the air after you squeeze real hard on the brakes - even with my extra weight aboard, compared to J.K.'s. This is due partly to the shorter wheelbase, partly to what felt like soft front-suspension settings, and partly to the raised rear ride height, all combining with the extra weight transfer to lift the rear wheel. Normally, even for me, this isn't such a big deal - and anyway, it doesn't brake very hard for a turn, but uses a lot of corner speed instead. I might ride my Supermono like that, but not a 300-kph Superbike, so I'll just stop first and then turn it, thanks - just like Aaron does. However, when braking hard on the Kocinski bike at the end of the two Sentul straights, I could repeatedly feel the front tire losing grip as the back wheel swung up, then gripping again before it slid once more - fortunately, all in a more or less straight line.

"Disconcerting" is the polite word for this; "frightening" is the real one - especially when it upset the front suspension and started pogoing the forks as the tire let go and hooked up again in swift succession. At least I wasn't crazy enough to try to turn in while the bike was doing this, in which case a trip into the doggie litter in pursuit of my canine chum

would probably have ensued - but I was also sure I hadn't imagined it.

"No, you didn't," said Aaron Slight's chief mechanic, Adrian Gorst, when I returned to base for a change of underwear. "Aaron was complaining about the same thing for much of the weekend, till we got the right front tire fitted."

Rubber problem, then?

"No, you have the same tire John has used all season long, at every track," said Michelin man Jean Herisse. "He likes the softest compound but the hardest construction."

"John's always looking for front-tire grip," agreed Nick Goodison. "And he uses very soft fork settings, which he's very sensitive to changes on. We use a relatively stiff rear suspension with 9.5kg spring and reduced compression damping, all of which we never change. But Michelin brings anywhere from 10 to 15 new rear tires to each race, and for a rider as sensitive as John, this can be a big problem timewise, because now that pre-race testing has been banned, in four hours of track time at each round between practice and qualifying, you're struggling to try them all, as well as work out the ideal combination in terms of ride height, wheelbase, gearing, shock ratio and front suspension. The eccentric adjusters on the RC45 are a problem, because if you make one change, even on the gearing, it alters everything back

Honda RC45 tech: Reinvented racer

Riding the Castrol Hondas of Kocinski and Slight at Sentul revealed one crucial fact: To win the World title this year, Honda reinvented the RC45, motorwise - a fact confirmed by talking afterward to the leader of the development team charged with bringing up baby, HRC Chief Engineer Syuhei Nakamoto.

"Between the 1996 and 1997 seasons, we made many detail changes to the engine specification," Nakamoto says. "On its own, each was maybe quite small - but together, they gave a major improvement in engine performance. Compared to 1996, we had about 10 bhp more on this year's bike, giving more than 180 bhp at the gearbox, at our 14,750-rpm power peak."

Such power figures used to be the exclusive copyright of 500cc two-strokes, and help explain how the four-stroke superbikes have so greatly narrowed the performance gap with GP racing, as well as arguably overtaking it in terms of spectacle. The main factor in Honda's horsepower hike for '97 was the adoption of twin injectors for the 72 x 46mm 16-valve V4 motor's PGM-F1 electronic fuel injection. Combined with larger air intakes and a bigger airbox, as well as revised valve and ignition timing, this delivered a significant power increase all the way from 10,000 rpm to the 14,750-rpm redline. And maybe beyond: Riders from rival teams report constantly hearing the Castrol Hondas fluttering the rev-limiter for extended periods of time when locked in combat with them, as if the engine wanted to keep pulling stronger but was prevented from doing so by a governor imposed in the interests of reliability. Which begs the question: Does Honda shift the rev-limiter to 15,000 revs or more on occasion, for use when needs be? Maybe we'll never know...

Whatever, the twin injectors (already used for some time by Ducati on their big-bore V-twin but never before on an engine with four smaller cylinders) are used sequentially.

"Before, with a single-injector system, we needed much gasoline at maximum revs, but not so much on the bottom side, which compromised performance," Nakamoto says. "For this year, twin injectors not only made development easier, but also improved engine settings all through the power curve: We use the first injector only till 8000 rpm; then the second one comes in as well, to give maximum fuel flow. We can change the point at which this happens, but so far we didn't do so at races, only in testing. But it made a big improvement to engine performance."

This step largely enabled HRC technicians to fill in the midrange trough in the power curve, which on the RC45 had previously necessitated the use of variable-length intake trumpets in the four 46mm throttle bodies, to provide a solution. Just as well, because fitting the second injector meant there was no longer any space available for the "adjustable air funnels," as they're called in HRC-speak, which are in any case banned in AMA Superbike racing, where Honda also aims to succeed. But part of this improvement also came from Honda's ability to fine-tune the EFI mapping for various parts of the power curve via their on-bike adjusters. Ducati can only do this by swapping EPROM chips on its less user-friendly Marelli injection package, which does however have the ignition incorporated in it, for a fully integrated engine-management system. Honda uses a Nippodenso ignition which, while fully programmable even down to choosing a different curve for each gear in the six-speed gearbox, is still completely separate from the EFI.

"The truth is that we have two separate suppliers," Nakamoto reveals, "one each for injection and ignition - and maybe we would need a third to provide us with an integral system."

Still, one area in which the two packages do meet is on the power shifter for the gearbox, which this year for the first time also works by cutting out the ignition (like on other bikes) as well as the EFI, on which it only intervened before. But the transmission still doesn't use a dry clutch, even at the cost of the extra power sacrificed by the increased drag of the wet oil-bath unit used on every works V-four Honda Superbike in the past decade.

"The problem is that our back-torque limiter would necessitate a very large oil seal with a dry clutch," Nakamoto said. "Not only does this create concern about oil leaks, but also consumption - and please understand this machine was also developed for success in the Suzuka 8 Hours, as well as other long-distance events."

However, one of the many detail improvements for 1997 was the adoption of a Ducati-style side oil feed for the crankshaft, to reduce drag - though the design of the titanium rods, two-ring slipper pistons giving 13.2:1 compression, cylinder-head porting and cam profiles all remained the same. While they are the same sizes as before, the *design* of the titanium valves was changed slightly, though, and springs and retainers were new.

Yet that hefty power increase hasn't been accompanied by a notable step up in top speed, with terminal velocities hardly much higher this year than last.

"That's right," Said Nakamoto. "While our power increase for this season was a big improvement, straight-line speed was not so different, because we calculate we need 5 bhp more power for each half-mile-per-hour more in top speed. The problem is aerodynamics - and of course, for Superbike, we cannot change the body shape from the homologated street bike, not like in GP. So the main benefit of this extra power is in the improved acceleration you experienced."

This helps explain how at speed circuits like Hockenheim or Daytona, where acceleration isn't so much a factor as outright top speed, the Honda's supremacy wasn't so evident - whereas on tighter tracks like Laguna Seca or Albecete, previously thought to favor the more nimble Ducatis, the RC45 was unbeatable, thanks to its awesome acceleration.

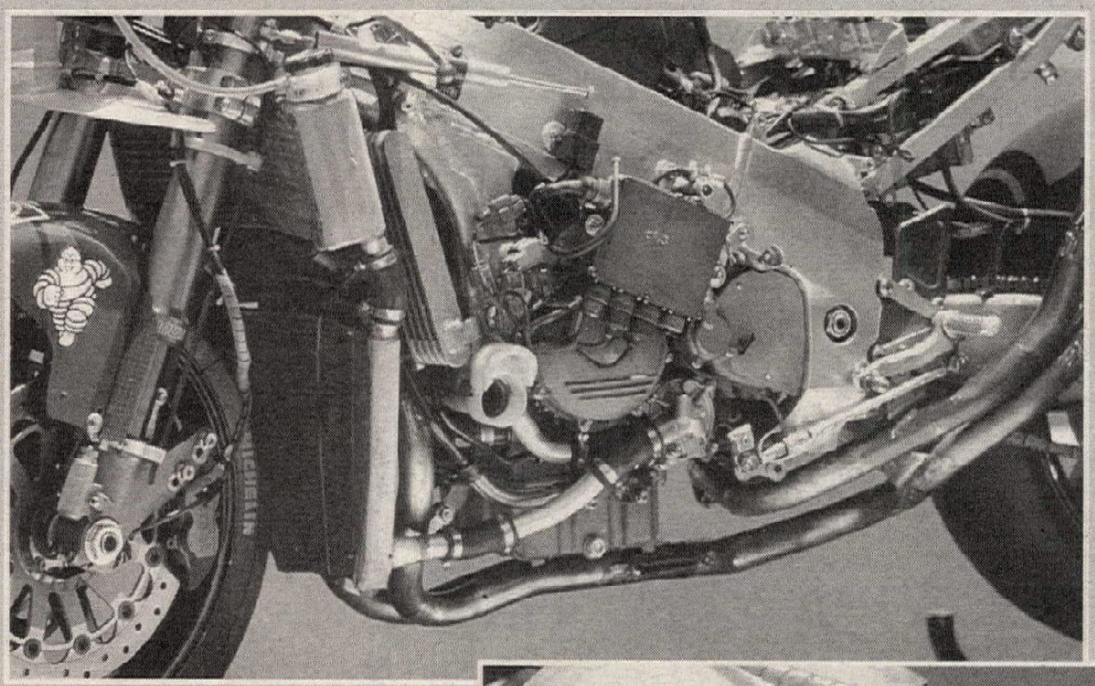
Honda's main development for their championship season went into the motor, and it paid off with the World title. By contrast, the chassis was changed very little, says Nakamoto, with the only major novelty being the introduction of a racing version of Honda's CBS linked-brake system, which was introduced on the CBR1100XX Blackbird street bike a year ago. Whether this was adopted on the RC45 for marketing or functional reasons is hard to decipher. Of the Castrol Honda team's two riders, Kocinski doesn't use it on the grounds that it does nothing he couldn't do himself with separate foot and hand controls, while Slight says he likes it because it makes the bike more stable under the heavy braking that's part of his style.

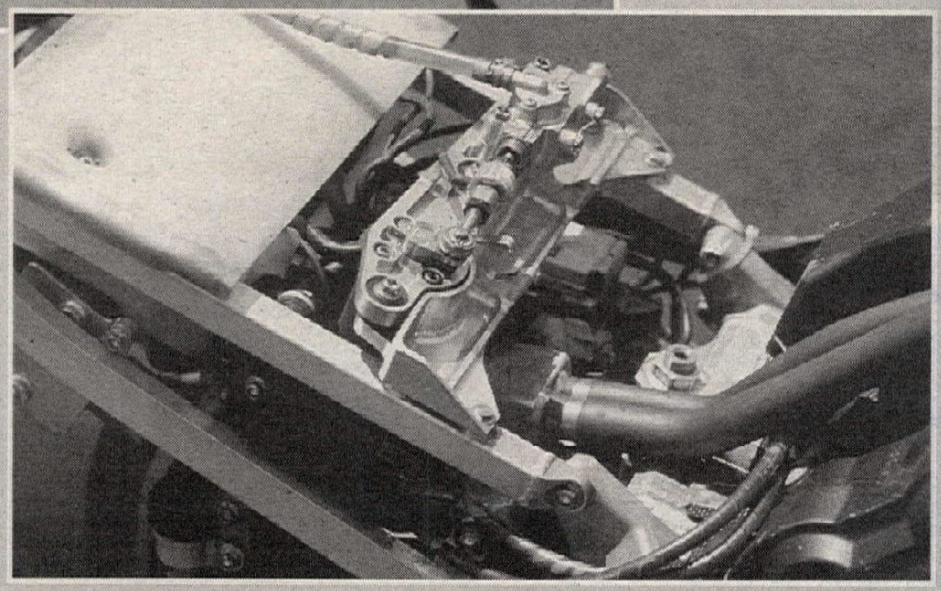
The racing CBS linked system on the RC45 works via an electric servo motor mounted under the chassis crossmember beneath the seat. It is computer-controlled via a sensor, which monitors pressure on the front-brake lever. This leads the servo to operate two of the four pistons in the rear-brake caliper an instant before the front, to encourage a pro-dive mode, resulting in a lower center of gravity as well as more balanced - and thus, theoretically more effective - braking. But Honda engineers can alter the settings via the computer mounted above the servo, working on three parameters: the pressure on the rear brake, the length of operation, and the time lag between front and rear, adjustable over a .1-to-.01-of-a-second range. And, of course, the rider can still increase rear-wheel braking force at will, by using the foot lever to operate the second pair of pistons in the rear caliper, via the secondary, conventional hydraulic system.

Honda sat out the Superbike class at world level for three years at the start of the decade while it worked on the next-generation successor to the World-title-winning RC30 - all the time continuing to win endurance races like the crucial Suzuka 8 Hours (run to TT Formula One rules, thus permitting full-on four-stroke racers with just the engine based on a street bike) with the RVF. But for the Japanese company most closely connected with top-level four-stroke racing, this absence from contention as the Superbike class attained significant world status must have been acutely frustrating, in commercial as well as sporting terms - especially as the RC45 was at least a year late when it finally appeared at the end of 1993. The new bike had a troubled debut season in 1994 - though Aaron Slight's record of eight second-places showed it could be a contender - and suffered handling problems exacerbated in '95 by a swap from Dunlop to Michelin tires.

However, in typical Honda fashion, dedicated work by its army of clever engineers has eventually had its just reward - backed up, no doubt, by a budget with lots of zeroes on the end: The contender for the world crown has now become champion at last. "Typical" Honda? Listen - when was the last time that those clever people at HRC failed - sooner or later - to achieve supremacy in any class of racing they set out to conquer?

Sooner or later, Big H is gonna get ya...





Close-up photos reveal two of the most significant changes to the modern RC45: The twin-injector PGM-F1 fuel-injection system (left) yields tremendous horsepower hikes over the previous version. The servo arrangement for the CBS linked-braking system (below) hides under the seat.

Give Team Suzuki Off-Road some dirt and they make it a landslide.

It wasn't dirt that came crashing down on the competition, it was their hopes. Because Team Suzuki Off-Road's Rodney Smith kept up his momentum from last season, taking his rip-roarin' Suzuki to his third AMA National Hare Scrambles Championship. Teammates Steve Hatch and Paul Edmondson took second and fourth overall, respectively, in the Championship. In fact, Team Suzuki Off-Road won an unbelievable six out of nine Hare Scrambles races this season. But if that wasn't enough, they also dished out a little intimidation in the AMA Grand National Cross Country Series, winning seven out of 13 races, more than all the other manufacturers combined.

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Rodney Smith wins 1997 AMA National Hare Scrambles Championship as Team Suzuki Off-Road dominates season.

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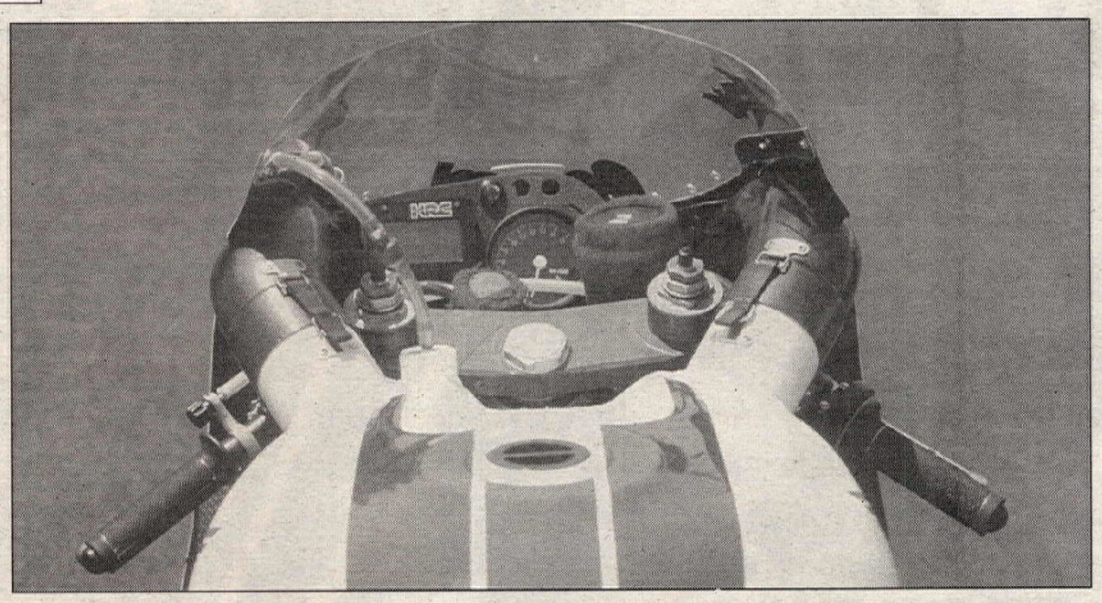
through again. Same as the Ducati mechanics, we'd like a conventional set of adjusters like Fred Merkel had years ago on his RC30 - he said it was a big help in getting the bike dialed in quickly, and that'd be top of our wish list for '98."

Even so, I thought while riding the Kocinski Honda that the rear shock was set up too soft for my extra pounds, because of the way it wobbled if I hit a bump cranked over hard on the gas. Then I saw the tape of the Sentul races, and realized it was doing it to him, too. Even so, the 27.5mm offsets John uses for the 47mm Showa upside-down forks give 102mm of trail, for added stability in a straight line, and the Honda seems pretty forgiving. The wobbles never really got out of hand, not even the humongous tank-slapper I suffered most laps over the bump in the flat-out left before the first chicane. Maybe the champ was being smart and avoiding it, something I couldn't figure out how to do. The result was that I arrived there more than once with the front-brake pads knocked a good way back, necessitating a good pump to get them to work properly. Still, it's all just part of life's rich pageant if you're really going for it, I guess - but when I swapped to Aaron's bike, I have to admit I didn't have the same problem.

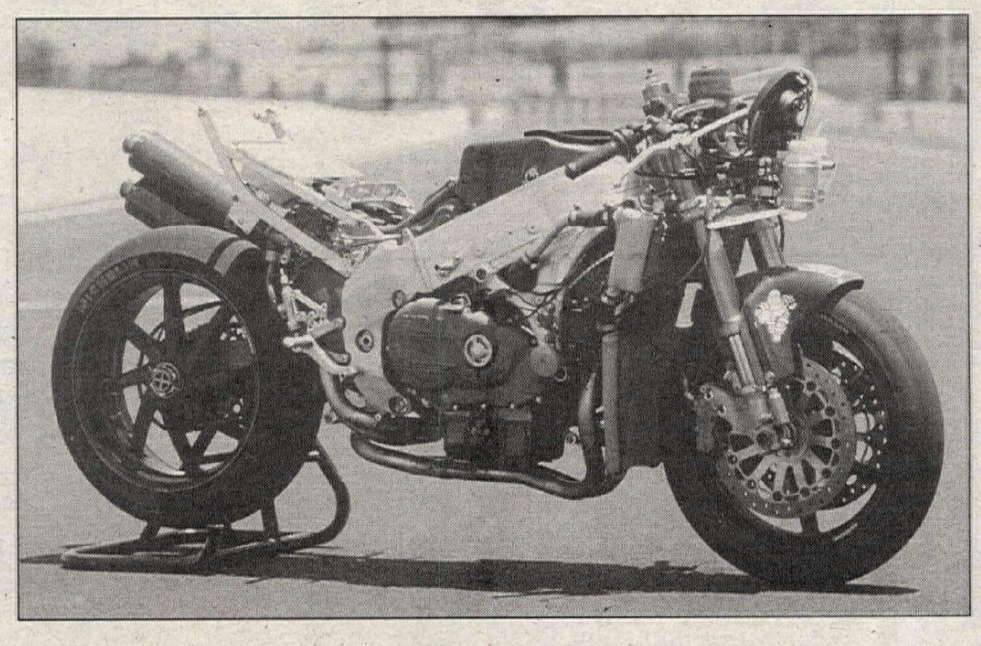
For a start, the Slight bike feels quite different. It seems longer and lower, with a dropped rear ride height, less trail, a longer wheelbase and more kicked-out head angle, all of which makes it feel better-balanced and more stable. But it's also a bit harder work to change direction with, though it tips in nicely when you come off the brakes. The big difference is under braking, though, where in spite of using the same braking points and more or less the same revs, Aaron's RC45 kept both wheels on the ground, didn't suffer loss of front-tire grip, and stopped just as well as the other bike - maybe better, because now the back wheel was staying put. I felt safe in using quite a lot of engine braking, which the Honda's sprag clutch allows you to do, without locking the back wheel.

However, I've got to admit it: Maybe this CBS linked-brake system works, at that. I remember Sito Pons telling me off one time I tested his World-title-winning NSR250, because I was using the front brake only to stop with, and not - as he did - using the back stopper first to encourage pro-squat suspension response and make the bike more stable and poised under heavy braking. Well, that's probably what the CBS does for the Slight superbike, and if it is, quite apart from the way it seems to set the bike up nicely for the turn, I'm a believer!

One thing I didn't care for on Aaron's bike was his speed-shifter setting, which felt much notchier and not as slick as J.K.'s smooth operator - but that's obviously a question of personal taste. Aaron's own change-up technique I have yet to learn. But this meant that, rather than upset the bike's attitude by unhooking the drive changing up cranked over, I ended up short-shifting while still relatively upright, like in the middle of the two chicanes. That proved how big a payoff there is in revving the Honda hard (a fact that apparently took John Kocinski by surprise, when he swapped to the Honda this year from the Ducati), by the amount of acceleration I sacrificed in doing so: Sure, the RC45 still pulls cleanly out of the turn - only not nearly so hard. Ride it like a two-stroke - and a screamer, at that, not a big-banger.



(Left) Peering into the cockpit reveals the large tach, which sees the high side of 14,000 rpm during competition. (Below) Shown naked, the right side of the bike exposes the fact that the RC45 still utilizes a wet clutch, favoring increased reliability over reduced drag on the motor.



However, the very fact I had to do this emphasizes another factor, which is that for the first time in three years, according to Neil Tuxworth, the Hondas were running 17-inch rear tires at Sentul, where the new surface "lets us run any tire we like - they all work the same." Honda only ran 16.5-inch rears twice in 1997, at Phillip Island and Donington, where there are corners with high rolling speeds and Michelin's smaller-diameter tires excel. But they don't give such good grip cranked over on the gas out of turns, where their Dunlop rivals' 16.5-inchers, by contrast, do excel. But this wouldn't entirely account for the only handling glitch I felt on both Hondas, which on the exit of turns seemed to understeer noticeably on the gas, running wide a little with the back end sitting down a bit, even on Kocinski's bike. Taking weight off the front end forces you to wait until you pull it back before you can get hard on the throttle. Probably John or Aaron would have steered it on the gas - but I wasn't that brave.

Still, I don't reckon my extra weight was so much a factor in this as was the Honda's intrinsic problem with the V-four engine's location that I first experienced five years ago. This was accentuated when I rode Yanagawa's works Kawasaki on the same track a couple of days later, and had no such difficulties, coupled with the better grip of the Dunlop rubber cranked over on the gas - as underlined by watching the Crafar/Kocinski Sentul scrap which, er, ended in tears. I might not have had to short-shift with one of those on the back - but then I also maybe wouldn't have felt so confident in the fast S-bend after the start wall, until I met up with my four-legged Indonesian friend...!

Still, Honda won the World Superbike title this season with a bike that was simply the best. John Kocinski took full advantage of the breaks he was given by the several wet races, using his peerless rain-racing skills to the full on a bike whose flat torque curve and easy low-down power delivery must make it a dream bike to race in the wet - even without a whole lot of weight on the front wheel. But he also excelled in the dry, and anyone who watched him catch the pack and pass them to win at Assen knows he deserved the title. But if JK hadn't done it, there's a good chance his teammate might have, instead.

So, will 1998 be Aaron Slight's year at last? Honda has such an edge at present with this V-four ultrabike, the odds must be in his favor... and anyway, it's Aaron's turn! CN

Castrol Honda RC45

Specification

Engine	Water-cooled DOHC 90-degree V-four four-stroke with offset gear camshaft drive and four valves per cylinder
Dimensions	72 x 46mm
Capacity	748cc
Output	Over 180 bhp at 14,750 rpm (at gearbox)
Compression ratio	13.2:1
Fuel system	Honda-PGM F1 electronic indirect fuel injection with 4 x 46mm throttle bodies and two injections per cylinder
Ignition	Nippodenso digital electronic CDI
Gearbox	Six-speed with HRC power-shifter
Clutch	Nine-plate oil-bath sprag-type (with 'back-torque limiter')
Chassis	Extruded-aluminum twin-spar frame with cast-alloy steering head and swingarm pivot
Suspension	
Front	47mm Showa inverted telescopic forks
Rear	Cast-aluminum Pro-Arm single-sided swingarm with rising-rate linkage and single Showa shock
Head angle	24 degrees
Wheelbase	1390mm
Trail	102mm (Kocinski's bike)
Weight	162 kg with oil/water, no fuel
Weight distribution	54/46 percent
Brakes	
Front	2 x 320mm Brembo cast-stainless discs with four-piston Brembo calipers
Rear	1 x 196mm HRC stainless-steel disc with two-piston HRC caliper with Racing CTS integrated brake system
Wheels/types	
Front	12/60-17 Michelin radial on 3.50-inch Marchesini wheel
Rear	18/67-17 Michelin radial on 6.00-inch Marchesini wheel
Top speed	304 kph (Hockenheim)
Year of manufacture	1997
Owner	Honda Racing Corporation, Saitama, Japan

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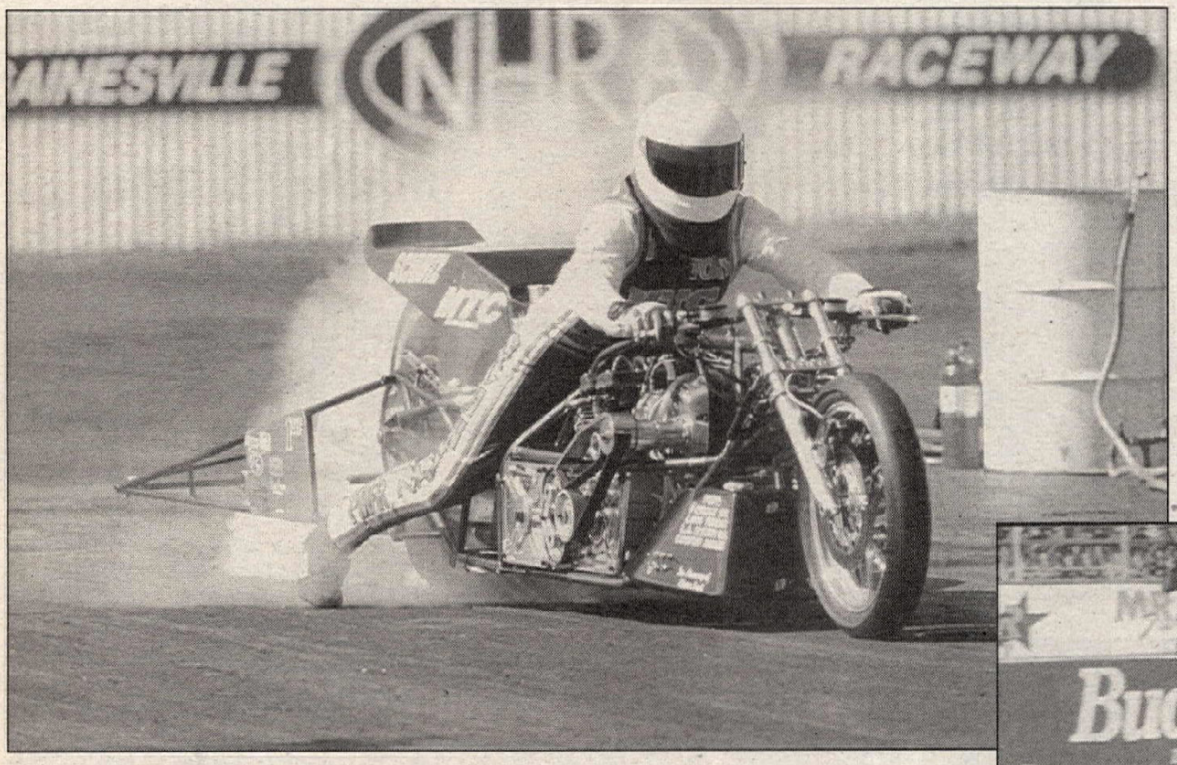
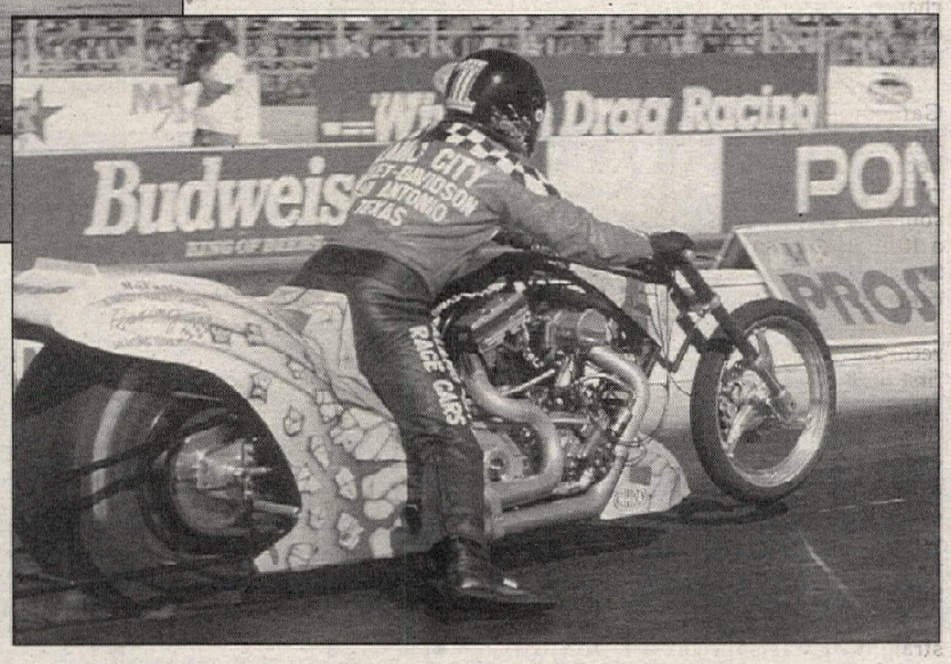
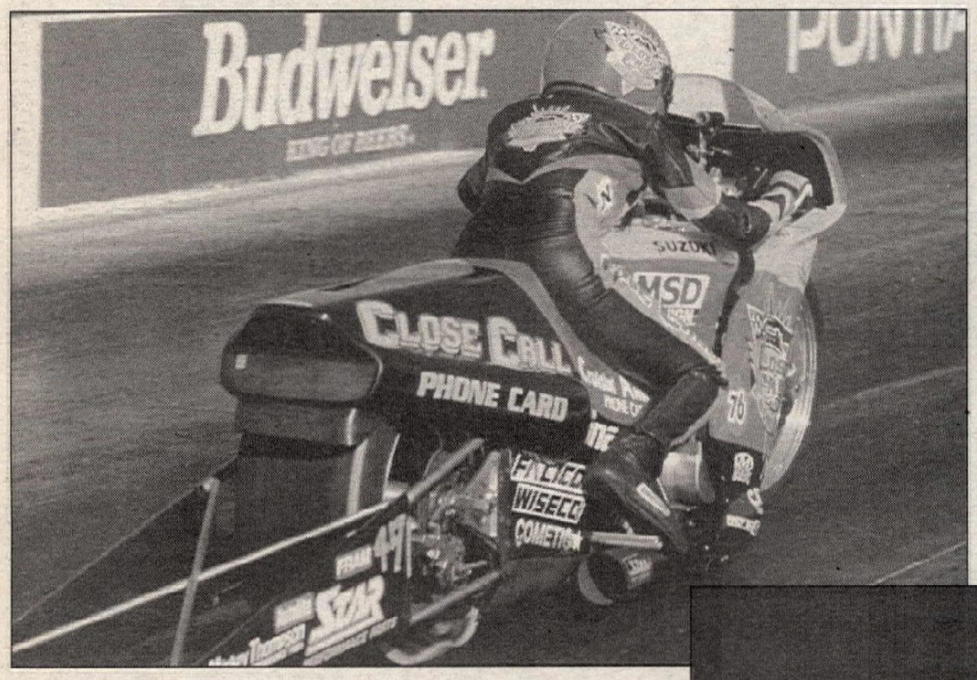
ENDING WITH A BANG

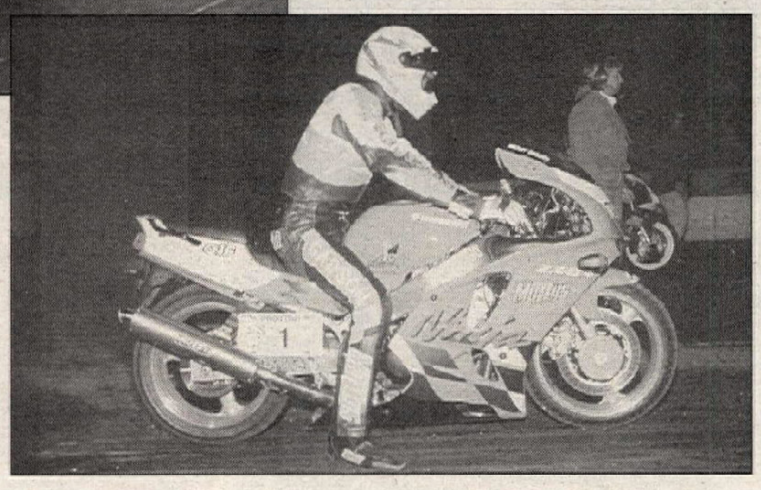


(Left) Tony Lang completed his domination of the Top Fuel ranks at Gainesville. Lang's win over Larry McBride in the final round made him four for four in Top Fuel events this season. (Below) Mark Conner took his top-fuel Harley to the head of the Funnybike class. Conner downed Bill Furr in an all-H-D final.



(Left) Angelle Seeling lowered the AMA/Prostar Pro Stock ET record to 7.263 seconds en route to her final-round victory over fellow NHRA regular Dave Schultz in the "mountain motor" Pro Stock class.





(Right) Rickey Gadson is one bad man. Gadson locked up victories and championships in both the Pro Superbike and 600cc SuperSport classes at Gainesville.

By Matt Polito

GAINESVILLE, FL, NOV. 13-16

AMA/Prostar ended its 1997 motorcycle drag-racing season in resounding fashion with the World Finals at Gainesville Raceway. The event may prove to be a watershed for the sport, as it produced a record spectator attendance, huge bike counts and otherworldly performances. In fact, new records were established in four of the five professional classes.

Top Fuel was a truly international event, with a total of 12 bikes - representing seven countries - vying for a place in the eight-bike field. In the end, however, MTC's Tony Lang remained undefeated in the four events where Top Fuel is held, taking his fourth win of the year as he claimed his third straight number-one plate.

Lang qualified number one with a run of 6.226 seconds at 219 mph, and established the quickest ET of the event at 6.188 in the semifinals against Chris Hand. In the final, Lang got by Larry "Spiderman" McBride with a 6.336/226 effort, as McBride slowed to a 7.53 while running on only three cylinders. McBride recorded a personal best 6.252/228 in qualifying, the speed holding up as the fastest of the event.

The Orient Express Funnybike field was packed, with 29 bikes entered. While the nitro Harleys generally run at all-Harley events in the meat of the season, eight of them showed up at Gainesville to take on the import bikes.

Funnybike standout Gary Clark came into Gainesville with a five-race win streak and his second number-one plate locked up. Clark came out hammering on his Koenig Kawasaki, running a stout 6.791/202 to reset his own Injected Alcohol record and take the top qualifying spot. Clark's day was over in round two, when he slowed to a 7.30 and was taken out by the ZX-11 powered Kawasaki of Steve Rice.

Rice, one of four import riders, who at 205 mph recorded the top speed of the class in qualifying, was the only one to remain in the round, where he got out of shape and fell to the injected-nitro Harley of Mark Conner.

Conner kept his string of all 6.80 runs alive in the all-Harley final, running a 6.874/196 against Bill Furr. Conner needed every bit of his .086 holeshot to get the win, as Furr put down a centerline-dancing 6.789 to come up short by a thousandth of a second.

The Fast By Gast Pro Modified series saw a total of 33 bikes produce a record bump spot of 7.306 seconds. While Billy Vose has not totally dominated the Pro Mod class in 1997, he has had enough flashes of brilliance to earn his second straight number-one plate. Vose has competed on three different bikes this season, debuting his latest Koenig/Schnitz Suzuki at Ohio, where he was the first to crack into the 6.80 barrier.

At Gainesville, Vose lowered his own ET record to 6.891 in the semifinals against Indy winner Dave Vantine. In the final, he met archrival Rick Perry, who had not put a good run down all day but still managed to advance to his third final of the season on the MRE Suzuki. After identical reaction times, both bikes struggled down the track in the final, with Vose turning on the win light, 7.42-7.52. The win was Vose's fourth of the season.

A record 29 bikes came out for the Lectron Pro Stock series at Gainesville. Many of the NHRA's top runners opted to take advantage of Prostar's "mountain motor" rules, which allow large-bore four-valve motors or a lower minimum weight for the more prevalent two-valves.

Close Call teammates Angelle Seeling and John Myers were the stars of the show, running the quickest passes in Pro Stock history. Seeling qualified number one at 7.295 but was upstaged by Myers, who ran a 7.289 in the first round of eliminations. In round two, Seeling stretched the envelope, unload-

ing a scintillating 7.263/182. She went on to hit a pair of 7.27s to take her first Prostar win over final-round opponent Dave Schultz. Schultz, who had run as quickly as 7.336 during the event, cut a stout .407 light in the final, but his 7.489 was outpaced by Seeling's 7.273. Paul Gast, who lost to Seeling in the semifinals, will take home the number-one plate for 1997.

In the sportbike classes, Kawasaki's Rickey Gadson took a double win, scoring victories in both 750cc Pro Superbike and the Metzeler 600cc SuperSport classes. Gadson also secured the number-one plate in the 750cc class.

Buddy Forbus looked to defend his number-one 750cc plate in the early running, qualifying number one at 9.440 seconds. Forbus used the run as a backup for the record, running a 9.430 in the first round of eliminations, but his championship hopes were dashed a round later when he was put on the trailer by David Mayo, 9.60 to 9.63.

Mayo made it to the final (his first) and got the holeshot on Gadson, but couldn't hold off Gadson's top-end charge. Gadson took his fifth 750cc win of the year, running a 9.72 in the final to Mayo's 9.77 effort.

The 600cc SuperSports were flying at Gainesville, with a handful of 10.20 numbers being recorded. Keith Dennis became the first to record a sub-10.30, running a 10.29 on a single in the first round of eliminations. Dennis recorded a 10.26 in the third round against Mike Sweeney but was disqualified when he came up light on the scales.

Michael Phillips reset the 600cc record at 10.264 seconds and made his first final since last year's World Finals. He got the holeshot against Gadson in this year's final, but slowed on the top end, where Gadson rode around him for a 10.41 to 10.60 win - his third 600cc event win of the season. Ernie Velasco, who lost in round two to Traci Farr, took home the number-one plate in the SuperSport class.

Tony Mullen cemented his second straight number-one plate in the Star Performance Parts Top Gas Series, taking his third win of the year with a final-round victory over Craig Adams. In the RC Components Super Gas Series, Doug Emge scored the win and the number-one plate, getting by Brad Pounds in the final. John Crivitrese took the win in the APE Super Comp Series, taking out Ron Procopio in the final, while James Teasley garnered the number-one plate.

Jim Carroll took his second win in a row in the Pingel Pro ET Series, getting by Kevin Peterson in the final. Mike Konopacki earned his third straight Pro ET number-one plate without winning an event this season. Ray Metzger took home the trophy in Street ET, with a final-round win over Atco Pro ET winner Ronnie Reece. CN

Gainesville Raceway
Gainesville Florida
Results: November 13-16, 1997
(Round 7 of 7)

TOP FUEL: 1. Tony Lang (Suz); 2. Larry McBride (Suz).
FNY/BK: 1. Mark Conner (H-D); 2. Bill Furr (H-D);
PRO MOD: 1. Bill Vose (Suz); 2. Rick Perry (Suz).
PRO STK: 1. Angelle Seeling (Suz); 2. Dave Schultz (Suz).
PRO S/BK: 1. Ricky Gadson (Kaw); 2. David Mayo (Kaw).
TOP GAS: 1. Tony Mullen (Kaw); 2. Craig Adams (Suz).
S/COMP: 1. John Crivitrese (Kaw); 2. Ron Procopio (Suz).
S/GAS: 1. Doug Emge (Suz); 2. Brad Pounds (Kaw).
600 SS: 1. Rickey Gadson (Kaw); 2. Michael Phillips (Kaw).
PRO ET: 1. Jim Carroll (Kaw); 2. Kevin Peterson (Kaw).
STR ET: 1. Ray Metzger (Kaw); 2. Ronnie Reece (Kaw).

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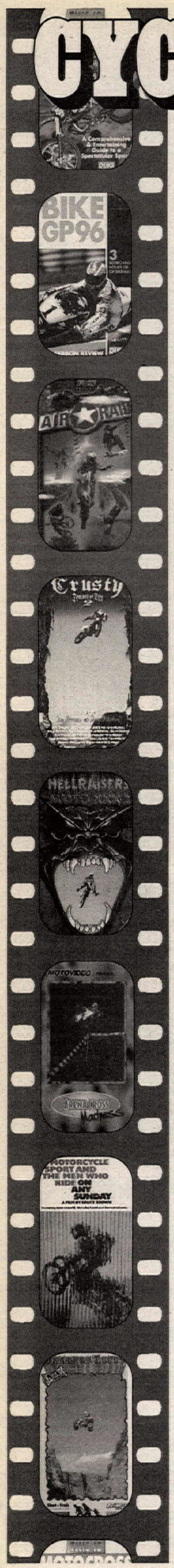

MOTOCROSS

(#7) The Evolution of Motocross
Gary Semics has put together the story of motocross' early days, highlighting 52 years of European and American racing. From the days when British dinosaurs ruled the roost to Jeremy McGrath on his CR250, you'll see it all in this 95 minute video from Gary Semics Video. **$42.95**

(#12) Dirt Devils
Roger DeCoster dissects some of the greatest MX battles: Axton '90 w/Cooper vs. Kiedrowski; Budd's Creek '90 w/Stanton vs. Ward; Mt. Morris '91 w/Stanton vs Bradshaw; Millville '91 w/Bradshaw vs. Bayle; Washougal '92 w/Swink vs. Emig. Additional "Hot Shots" focus on techniques for starts, passing and some spectacular crashes. Narration by Larry Maiers; 60 minutes from Powersports Video. **$33.95**

(#65D) 1994 Motocross des Nations
After 13 years of winning the "Olympics" of motocross, the American team came up second to the British champs. You'll see how it happened in this 90-minute show from Motovideo. **$29.95**

(#68) 1994 World 250cc MX Series Review
Highlights of all the rounds of the '94 250cc MXGP Series featuring Greg Albertyn, Stefan Everts, Donny Schmit, Yves Demaria, Marnicq Bervoets and Kurt Nicoll in their quest for the World Championship. 90 minutes from Motovideo. **$29.95**

(#149) 1994 Budd's Creek 250cc USGP
Team Pepsi-Honda's Yves Demaria shocked the American MX fans when he won the U.S. round of the '94 250cc World MX Championship Series at Budd's Creek, Maryland. Demaria led a massive European revolt eager to beat the dominant Americans at their own round of the World Championships. 47 minutes from Motovideo. **$24.95**

(#162B) '91 AMA Nat'l MX Season Review
Follow the 13 stops on the 1991 AMA National MX Series as Mike Kiedrowski duels with Guy Cooper for the #1 plate title honors; 250cc and 500cc action follow the dominance of J.M. Bayle over Stanton, Ward, and Bradshaw. Approx. 2 hours (2-tape package) from Powersports Video. **$42.95**

(#162C) '92 AMA Nat'l MX Season Review
The definitive video review of the 1992 AMA National 125, 250 & 500 Motocross Series. Narrated by Larry Maiers; 90 minutes from Powersports Video. **$34.95**

(#162D) '93 AMA Nat'l. MX Season Review
Follow the highlights of the 1993 outdoor Nationals in all 3 classes, from Southwick, Gainesville, Sacramento, Mt. Morris, Unadilla, Buchanan, Glen Helen, Troy, Millville, Washougal, Delmont and Binghamton in the chase for the 125, 250 and last-ever 500 AMA National MX crowns. 90 minutes from Motovideo. **$24.95**

(#162E) 1994 AMA Nat'l. MX Season Review
Narrated by Larry Maiers, it's all here-highlights of the entire 1994 AMA 250cc National MX Championship Series. 60 minutes from Motovideo. **$24.95**

SUPERCROSS

(#50) Arenacross Madness
An action-packed music video showcasing all the best features that have made Mike Kidd's AMA National Arenacross Series such a hit with motorcycle fans all over the United States. 30 minutes from Motovideo. **$24.95**

(#325B) Airtime - Thrills of Supercross
A review of each round of the 1992 AMA Camel Supercross series as Jeff Stanton, Damon Bradshaw, Guy Cooper, Jeff Matiasevich, Jeff Ward and the rest go for the gold. 60 minutes from Motovideo. **$24.95**

(#325C) All Crossed Up
This review of the entire 1993 Supercross season sees the emergence of Jeremy McGrath as "the greatest Supercross rookie sensation" in history. Trying to achieve his own personal record, Guy Cooper tries all season for his first AMA Supercross win in his farewell tour of the series. 1993 also marks the final year for Damon Bradshaw, as he turns in his early retirement. 60 minutes from Motovideo. **$24.95**

(#325E) Lightning Strikes Twice
A review of all 15 Coors Light Challenge rounds of the 1994 AMA Supercross Series as Jeremy McGrath steamrolled the 250cc class on the way to his second consecutive title. Also includes highlights of Eastern and Western 125cc rounds. 60 minutes from Motovideo. **$24.95**

(#325F) Supermac Attack
From Orlando to Las Vegas, follow Jeremy McGrath as he collects his third consecutive AMA-sanctioned U.S. Supercross Series championship in 1995. Includes highlights of 14 rounds with behind the scenes profiles on how it all happens. 60 minutes from Motovideo. **$29.95**

TOURING/ROAD RIDING CRUISING

(#106A) 50 Years of Daytona
400,000 enthusiasts descended on Daytona for the 1991 50th anniversary of Bike Week. See the "Main Street" & Harley scene from the biggest year ever. 60 minutes produced by Panacom from Progressive Design. **$22.95**

(#213) The Roads of Colorado
Actual footage of selected roads and points of interest throughout Colorado. This video makes an ideal tool for anyone planning a motorcycle trip through the Rockies. 90 minutes from L&M Productions. **$29.95**

ROAD RACING

(#9) U.S. Grand Prix 1988
Real Grand Prix road racing for the World Championship revives in America as Steady Eddie Lawson and Fast Jimmy Filice beat the best at Laguna Seca. From Powersports Video. **$33.95**

(#41) Bike Experience
Race with Wayne Gardner as you crouch over the handlebars of a 200 mph Grand Prix Honda in actual race conditions! 60 minutes. From Powersports Video. **$34.95**

(#78A) 1989 Bike GP Compilation
A review of the '89 FIM GP Road Racing season worldwide, as Lawson leads fellow Americans Rainey and Schwantz to sweep 13 US wins in 15 rounds. From Powersports Video. **$39.95**

(#78B) Rainey Days: 1990 GP Review
Follow Wayne Rainey's march to the title, from Suzuka to Phillip Island in this 105-minute blockbuster of an annual review. Probably the best Bike GP Review ever! From Motovideo. **$24.95**

(#78C) '91 GP Review: Another Rainey Day
Wayne Rainey dominates the GP Series for his 2nd consecutive World Championship. Excellent summary coverage from each circuit. 105 minutes from Moto Video. **$24.95**

(#81A) '90 Laguna Seca US Grand Prix
Rainey and Schwantz race clear of a crash-filled field featuring Lawson, Mamola, Gardner, Chili and Magee. 250cc action also included. 52 minutes from Moto Video. **$33.95**

(#81B) '91 Laguna Seca US Grand Prix
Different from the NBC/ESPN broadcasts, this video includes complete coverage & commentary of 500 & 250 classes, sidecars too. 52 minutes from Moto Video. **$14.95**

(#137) 1991 Daytona 200
Enjoy a race that lived up to its billing and provided a fitting 50th birthday celebration for the most famous event in American motorcycle racing history. 60 minutes from Motovideo. **$29.95**

(#248A) 1994 AMA Superbike Series Review
Troy Corser, Jamie James, Colin Edwards, Fred Merkel and the rest fight to the finish line in this highlight video of the '94 U.S. Superbike Series. 40 minutes from Motovideo. **$24.95**

(#248B) 1995 AMA Superbike Series Review
With all the familiar top names (Corser, Edwards and Russell) returning to the WSB wars after the first AMA round at Daytona, the Smokin' Joe's dynamic duo of Mike Hale and Miguel DuHamel stormed their way through the rest of America to return the U.S. Superbike Series title back to the Honda mantle. You'll see highlights from each round in this 47-minute show from Motovideo. **$24.95**

(#400A) 1994 AMA Superbike Series Review
Follow the highlights of each round of the '94 WSB Series as Ducati's Carl Fogarty takes his Ducati down to the wire for the World Championship against defending champion Scott Russell after a season-long battle, 60-minutes from Motovideo. **$24.95**

TRIALS

(#201A) 1996 NATC Trials: Illinois
The 2nd and 3rd rounds of the 1996 US National Trials Championship took place near Mount Olive Illinois. Mark Manniko claimed the 2nd round victory and Ryan Young won the 3rd round. 120 minutes from Technovideo. **$24.95**

(#202A) 1996 NATC Trials: California
Round #1 of the '96 NATC Series opened at the 26th Annual El Trial de Espana classic. This event was held in the high desert area of Lucerne Valley, north of San Bernardino, CA. Top 3 finishers scored only 1 point apart each! 120 minutes from Technovideo. **$24.95**

(#203A) 1996 NATC Trials: Tennessee
Rounds #3 & #4 of the 1996 US National Trials Championship at the Sequatchie Valley round near Jasper, TN. Set in beautiful wooded valley, conducted by SETRA. Rocky terrain helped Geoff Aaron return to his winning ways. 120 minutes from Technovideo. **$24.95**

(#204A) 1996 NATC Trials: Donner, CA
Donner Ski Ranch, located high in the Northern California Sierras hosted rounds #6 & #7 of the '96 series. Lots of rocky outcropping & phenomenal scenery had Aaron topping Young for the weekend and approaching his 3rd national title. 120 minutes from Technovideo. **$24.95**

(#208A) 1996 Wagner Cup World C'Ship Trial
The best in the world came to the Stepping Stone Ranch in West Greenwich, Rhode Island for round #4 of the 1996 World Championship Series. See the American force put on their best effort vs. the world talent of Jordi Tarres, Marc Colomer, Dougie Lampkin and the rest in this double-tape package. 4 hours from Technovideo. **$39.95**

SPEEDWAY

(#45F) 1996 U.S. Speedway National Championship
In one night, winner-take-all format, for the 27th consecutive year, the top 16 speedway racers from the United States meet at Orange County Fairgrounds in Costa Mesa, California. Bruce Flanders, Terry Clanton and Margo King call the action, with 6 camera locations on this exciting race. 60 minutes from RAZ Video. **$29.95**

DIRT TRACK

(#182) Smooth Moves
A review of the 1990 Camel Pro Series Championship, as Scott Parker and Chris Carr dueled all year for the title. 60 minutes from Motovideo. **$34.95**

VINTAGE

(#118) Enduring Memories
Original narrated footage of classic enduro competitions, including the 1962 & 1964 Jack Pine Enduro, and the 1959 Greenhorn Enduro. This video illustrates how the bikes changed the sport in just five years. 45 minutes from Motovideo. **$34.95**

ENDURO & DUAL SPORT

(#77) 1989 International 6-Day Enduro
The 64th Annual ISDE from Walidurn, West Germany. 60 minutes from Powersports Video. **$34.95**

(#95) Paris To Dakar 1989
For 21 days, 241 bikes, cars and trucks raced and struggled to complete the formidable transcontinental "raid". See all the highlights from the ground and the helicopter cameras in this toughest race of all. 60 minutes. From Powersports Video. **$34.95**

(#110C) 1993 Blackwater 100
This special extended-length Blackwater video brings you all the mud bogs, river crossings, and difficult mountainous terrain on the infamous Blackwater 100. Narrated by Larry Maiers. 77 minutes from Motovideo. **$24.95**

(#190) 1993 LA to Barstow to Vegas
Join over 400 riders in the biggest dual sport classic of the year. Enjoy this legendary trail ride on Thanksgiving weekend 1993 as they ride from Los Angeles (Colton), California on Saturday, and continue from Barstow to Las Vegas on Sunday. If you rode this event, you're probably on this video! 110 minutes from After Images Video. **$34.95**

(#210A) 1994 Colorado 500
Join celebrities such as Malcom Smith & Wally Dallenbach for this famous 1000-mile trail ride through Colorado's small towns and Rocky Mountains in late summer '94. 90 minutes from L&M Productions. **$29.95**

(#210B) 1995 Colorado 500
A review of some of the highlights of the first 20 years of the Colorado 500, along with a look at the 1995 ride, covering 800 miles of beautiful Rocky Mountain trail riding scenery. 90 minutes from L&M Productions. **$29.95**

(#211) 1994 Cycle News Loretta Lynn DS Ride
Get in on the springtime fun at this round of the '94 AMA National Trail Ride Series at the scenic Loretta Lynn's Dude Ranch in Hurricane Mills, Tennessee. 60 minutes from Kern Video Productions. **$29.95**

(#212) The Trails of Colorado MC Trail Guide
Highlights of 18 different trail systems throughout Colorado. Excellent primer for trail riding and dual sporting in the Colorado Rockies. 90 minutes from L&M Productions. **$29.95**

VIDEO MAGAZINES

(#11) Rick Johnson - Profile of a Champion
By John Bradley Entertainment. 78 minutes all about your favorite "Bad Boy." From Motovideo. **$24.95**

(#25) Coop: The Guy Cooper Story
The amazing saga of America's most infamous MX racing star. From his humble beginnings to his magnificent racing career, this show will take you on an emotional roller coaster. 45 minutes from Motovideo. **$34.95**

(#26) Dangerous Damon Huffman
Meet Damon Huffman at the crossroads of his career as he moves from Suzuki to Kawasaki, and see why he has been tagged as one of the most promising young racers to come through the ranks in years. You'll see Damon at Washougal for a private practice day, and interviews provide insight into this bright young star. 45 minutes from Motovideo. **$34.95**

(#57) Ride With Roeseler
It's a virtual-reality ride with Team Kawasaki's 10-time Baja 1000 winner Larry Roeseler! Join speedway legend Gene Woods and ESPN2's Jerry Bernardo for a hilarious visit to the Roeseler home, then on to harass National Enduro Champion Ty Davis. Follow Larry Roeseler along on the trails he used to train to win 10 Baja 1000 events. Combine incredible scenery with great helmet-cam footage with an original music soundtrack for the best off-road riding video ever. 45 minutes from Motovideo. **$24.95**

FREESTYLE & CRASHES

(#10) Crusty Demons of Dirt
The original out-of-control freestyle video! Jam-packed with free riding, jumping, and aerial insanity all set to a hard rocking soundtrack. Includes one of the most talked-about video scenes ever: Seth Enslow's huge dune crash. Includes action with Jeff Emig, Jeremy McGrath, Ryan Hughes, Mike Metzger, Phil Lawrence, Larry Roeseler and more. (This is the "edited" version)...30 minutes. A Flesh Wound Film distributed by Fox Video. **$29.95**

(#10A) Crusty Demons of Dirt: 2
This sequel is loaded with hardcore riding, jumping, and aerial insanity, all set to a skate/rock soundtrack. Watch these riders go off!...Jeremy McGrath, Jeff Emig, Seth Enslow, Mike Metzger, Ryan Hughes, Joel Albrecht, Mike Healey and more. Locations include California, Oregon, South Africa, Nambia and Mexico. 40 minutes. A Flesh Wound Film distributed by Fox Video. **$29.95**

(#58) Sick Air
Get sick with "Sick Air!" Follow moto-maniacs Brian Manley, Rich Taylor, Phil Lawrence and others in search of the ultimate motocross adventure. Hot new music from Purple Bosco, Razed in Black, Bracket is your backdrop to the sickest footage ever assembled on one video. 30 minutes from Motovideo. **$24.95**

(#59) Get Off!
A high-energy compilation of all the best crashes from the Motovideo archives. Includes many never before seen "get-offs" that are truly incredible. Original killer soundtrack by Strung Out, Snuff, Wizo, Lag Wagon, and Bracket. 30 minutes from Motovideo. **$24.95**

(#60C) Spankin'
Includes footage segments from the 1995 AMA National MX Series, extreme riding with Brian Manley, Kyle Lewis, and Lance Smail, high-speed desert footage with Ty Davis, and a look at Yamaha's John Dowd. 32 minutes from EPI Video. **$24.95**

(#61A) Throttle Junkies
Join Damon Huffman, Mike Metzger, Mike Brandes, Craig Johnson, Brian Deegan, Nathan Fletcher and Larry Linkogle as they jam the carb needle to full tilt all over California. 30 minutes from Motovideo. **$24.95**

(#62) WhatUp!
The new generation video from Full Throttle Production that brings out insane aerial maneuvers by featured riders Ty Davis, Jeff Emig, Damon Bradshaw, Mike Craig, Damon Huffman, Ryan Hughes, Kyle Lewis, Phil Lawrence, Marty Smith, Rich Taylor, Ray Sommo, Nathan Fletcher, and introducing "Turtle." Original soundtrack by Royal Crown Review, Crux, Voo Doo Glow Skulls, MXPX, No Fun At All, Malfunction, Youth Brigade, NO FX, Pennywise, and Rancid. 30 minutes from Motovideo. **$29.95**

(#63) Motocross Wipeout
Hundreds of gnarly crashes featuring slow-motion replays with a music video format. Footage from motocross and supercross events around the country. 60 minutes from Motovideo. **$24.95**

(#66A) Crash and Burn III
The third in the series from Motovideo, featuring 30 minutes of crashes from Supercross, Enduro, and Motocross. **$24.95**

(#85) Gary Rothwell: Showtime
Gary Rothwell brings you the ultimate superbike stunt experience on this "official" video. Packed with high-speed wheelies, donuts, stoppies and includes Rothwell's 143MPH 'Ski' Record run skidding behind the bike on his feet. If you've ever seen Rothwell perform, this is a "must-have" tape. 30 minutes from Ray Horsman Enterprises. **$24.95**

(#120) Terrafirma
The original big air freestyle Fox video featuring wild antics by Doug Henry, Ezra Lusk, Robbie Reynard, Ricky Carmichael, Travis Pastrana, James Stewart, and the King of Rock'n' Roll. Soundtrack by Pennywise, Alice in Chains, Lucy's Fur Coat, Future Sounds of London and Soundbox. 35 minutes from Fox Video. **$24.95**

(#120A) Terrafirma2
Incredible footage of Jeremy McGrath, Doug Henry, Steve Lamson, Robbie Reynard, Mike Metzger, John Dowd, Ezra Lusk, Ricky Carmichael, Pedro Gonzalez, and the late Donny Schmit. Soundtrack by Mad Season, Face to Face, Corrosion, Pennywise, and Sprung Monkey. 45 minutes from Fox Video. **$29.95**

(#120B) Terrafirma 3
Terrafirma is everything you'd expect in this series and MORE! More locations, riders and insanity! Filmed in France, Australia, Oregon, Utah, Maryland, Michigan, Tennessee, you'll see all the big names in motocross: Jeremy McGrath, Lamson, Metzger, Danny Ham, Dowd, Lee Hogan, Windham, Henry, Bradshaw, Ricky Carmichael. Over 30 minutes from Fox Video. **$29.95**

(#121) FLY
Check out this spring' 96 release from Fox...featuring Fox stars Jeremy McGrath, Damon Bradshaw, Mike Metzger, Doug Henry, John Dowd, Kevin Windham, and Serge Guidetty, pulling off incredible aerial maneuvers at places like the Paris and Anaheim Supercrosses, Glamis Dunes, Secret Honda Test Tracks, White Sands, Ocotillo Wells and Gatorback. Music by Single Gun Theory, Eric B. & Rakim, Sprung Monkey, SNFU, NoFX, and Shelter. 35 minutes from Fox Video. **$29.95**

(#122) Air Raid
The first and foremost ragin' hardcore footage in motocross, snowboard, wakeboard, BMX and surfing ever compiled in one video. Air Raid is a jam-packed assault of free riding, tube rides, jumping, crashing, and dogfights, with an awesome soundtrack. 35 minutes from Fox Video. **$29.95**

(#130) Performance Bikes: Video Nasty
Britain's biggest motorcycle magazine goes to video with a variety of sick, stupid, funny and dangerous ways of testing the fastest sportbikes on the continent. Features include viewer's crash videos, stuntmasters Gary Rothwell performing on his superbike, trials ace Jason Finn, group tests of 900 and 600 superbikes, the '96 Frenzy event, and more extreme superbike wheelies and stoppies than should be allowed on any pavement tape. 55 minutes from X-Factor. **$29.95.**

(#131) Disturbing the Peace
SMP presents a film by Pat Solomon which includes Seth Enslow, Jeff Emig, Brian Manley, Mike Jones, Larry Linkogle, Tim Ferry, Anthony Pocorobba and more, with a bizarre claymation series of scenes throughout. Soundtrack includes Suicidal Tendencies, Bad Religion, NOFX, Sublime and more. 35 minutes from X-Factor. **$29.95**

(#132) Moto-XXX
The debut video from Quick Fix Films featuring Mike Metzger, Kyle Lewis, Tommy Clowers, Brian Deegan, Jeff Emig and a whole cast of sick monkeys. Music by Lagwagon, Snuff, Good Riddance, NOFX, Strungout and more. Contains some explicit language and situations. 30 minutes by Quick Fix Films from X-Factor. **$29.95**

(#132A) Moto-xXx 2: Hellraisers
Quick Fix Films presents the sequel to the original Moto-xXx...living up to its image, this one's even more crazy than the first. Riders include Swink, Huffman, Taylor, Pichon, Willoh, Linkogle, Roncada, Pingree, Ramsey, and more. 32 minutes from X-Factor. **$29.95**

(#133) Horizontal
The first all-Aussie freestyle video features top Oz riders blasting dirt and sand dunes & getting massive air; also includes some watercraft and karting footage. Soundtrack includes tope Aussie bands. 32 minutes from X-Factor. **$29.95**

(#134) Organ Donors
Variety mixed with insanity is the theme of this video...Freestyle motocross, big wave watercraft action, snowmobiles blasting giant snow "dunes" in Alaska, big air on quads, trials tricks, and more. 40 minutes by Pat Solomon for Fusion Films, from X-Factor. **$29.95**

(#136) Quatros Locos
Remember what the original Crusty video did for free riding? This is the video that will do the same for quads. Until you see it, you have no idea what these guys can do. Filmed throughout the USA and in England and Thailand, you'll never dis these guys again. 30 minutes from X-Factor. **$29.95**

(#147B) Mud, Sweat & Gears
Wall to wall action with flying mud, endos, loop-outs, and crashes. Footage from Ohio's Treaty City Peace Pipe Enduro shows it's a worthy successor to the gone-but-not-forgotten Blackwater 100. 60 minutes from Motovideo. **$24.95**

(176A) Crash Impact II
Over 100 crashes & spectacular mishaps in a dozen categories of motorsports. 55 minutes from Powersports Video. **$24.95**

(#179A) Bike Wars
The most memorable moments of mayhem including Harleys, Superbikes, Dirt Track, Isle of Man, Hillclimb, Blackwater, Pro MX and more. 60 minutes from Powersports Video. **$29.95**

INSTRUCTIONAL AND TECHNICAL

(#13) Riding Motocross - Glover Style!
Six-time National MX Champ takes you to his secret tracks and shows you how to master the art. 60 minutes from Motovideo. **$24.95**

(#21) Fundamentals of Off-Road Riding
Dick Burleson covers suspension setup and fundamental riding technique. 42 minutes from Thumper Racing. **$38.95**

(#22) Advanced Techniques of Off-Road Riding
Dick Burleson explains advanced motorcycle setup and riding techniques for challenging terrain and obstacles. 26 minutes from Thumper Racing. **$33.95**

(#23) Practical Tire Changing
Dick Burleson shows how to make short work of changing off-road motorcycle tires, both with tubes and the popular bib mousse insert. 23 minutes from Thumper Racing. **$23.95**

(#30) Cartridge Fork Service & Tuning
Dirt Rider Magazine's tech editor Eric Gorr shows you how to do comprehensive service and tuning on Kayaba and Showa cartridge forks. Applicable to dirt and street bikes. Includes bonus 10-page manual. 95 minutes from Forward Motion Video. **$35.95**

(#31) 2-Stroke Engine Design & Tuning
Dirt Rider magazine's Eric Gorr demonstrates how to use TSR computer programs to design cylinder porting, combustion chambers and pipes. Learn how to use porting tools and a lathe to machine engine parts. Includes bonus 30-page manual. 120 minutes from Forward Motion Video. **$45.95**

(#32) Two-Stroke Engine Rebuilding
Eric Gorr demonstrates how to rebuild the lower end of 2-stroke dirt bike engines. Learn techniques for transmission diagnostics & repair, plus handy tips for installing crankshafts & bearings. Supplemental manual included. 75 minutes from Forward Motion Video. **$34.95**

(#33) Rear Shock Service and Tuning
This video service manual by Eric Gorr is geared toward Kayaba and Showa single rear shocks used on many modern off-road and sport bikes. Learn everything from routine service to trouble-shooting and revalving. Supplemental manual features many helpful tech article reprints plus a guide to parts sources. 75 minutes from Forward Motion Video. **$34.95**

(#34) 4-Stk Performance Tuning & Maintenance
Eric Gorr demonstrates engine rebuilding and performance tuning for Japanese 4-cylinder 16-valve street bike engines. Highlights include computer-based tuning software, flow testing, and porting techniques. 160 minutes from Forward Motion Video. **$44.95**

(#35) Gary Semics MX Techniques #1
Covers all the important techniques & shows how to practice them. Shows top pros using these techniques in race action. Slow motion and stop action make it easy to see and understand. 33 minutes from Gary Semics Video. **$32.95**

(#36) Gary Semics MX Techniques #2
More advanced than "Tape #1," expands & describes in more detail all the important techniques & fundamentals. Also shows what it takes to reach the top. 65 minutes from Gary Semics Video. **$42.95**

(#37) Gary Semics MX Techniques #3: Jumping & Whoops
Shows how to practice & master all aspects of jumping & whoops. Teaches approach speed, rear brake control, compression & rebound, clutch & throttle control, body movement, and foot placement. 40 minutes from Gary Semics Video. **$42.95**

(#38) Gary Semics MX Techniques #4: The Difference Between Amateurs & Pros
Jeremy McGrath's personal trainer, Gary Semics, uses his new 4-step video process to teach you the not-always-obvious differences between the best riders - and everyone else. Featuring footage shot in early '96, you'll see where Jeremy and other top riders train during the winter. Whether you plan to make MX a fun hobby, or become a full-on pro, the main objective of this video is to make you a better rider. 60 minutes from Gary Semic Video. **$42.95**

(#101) Mental Edge
Race Tech's Paul Thede explains why and how to condition your mind to become a faster off-road and motocross rider by "learning how to learn." 23 minutes from Race Tech. **$41.95**

(#108) A Twist of the Wrist
The definitive road riding & racing instructional video by Keith Code of the California Superbike School. This video translates the book into 14 sections to make you visualize with crystal-clear understanding the art of pavement technique. 107 minutes from Motovideo. **$44.95**

(#170) Sweet Spot Video Library Set
Six tape set of instructional/technical sportbike performance videos covering "Track Preparation," "Tires, Chassis & Suspension," "Carburetion & Exhaust Systems," "Performance Systems," "Dialing In," and "Motorcycle Hygiene," featuring instruction from motorcycle performance industry experts on each topic. Total time all 6 tapes, 9 hours & 45 minutes from Diversified Media. **$204.95**

(#171A) Sweet Spot Video: Track Preparation
Covers: Rider safety equipment (leathers, body armor, boots, gloves, helmets, face shields); motorcycle bodywork (replacing original stock bodywork and fitting with fiberglass, finishes, fasteners, what to remove for the race track, catch bottles, number plates); custom painting helmets; tech inspections. Featured experts are Stoughton Smead of Motorace/Dainese; Troy Kirkpatrick of TK Designs; Gary Lenzmeier of Body by Northstar; Jim Leonard of Vance & Hines; Rick Marlin of Fog City; and Al Hathaway, LRRS Chief Technical Inspector. 113 minutes from Diversified Media. **$29.95**

(#171B) Sweet Spot Video: Tires, Chassis & Suspension
Covers: Suspension preparation (preload, damping, rebound, compression, sag, trail, ride height with effect to chassis alignment); front forks (oil weight, springs, valving); tire tread pattern (DOT vs. race, compound, carcass, wheel size and tire size, profiles, tire development, radial vs. bias, grip and surface patch, expense, scuffing a new tire, tuning the tire, heat cycles, pressures, pyrometers, braking, tire warmers). Featured experts are Dale Rathwell, Yamaha Suspension Engineer; and Ken Williams of Michelin Tire. 90 minutes from Diversified Media. **$43.95**

(#171C) Sweet Spot Video: Carburetion & Exhaust Systems
Covers: Aftermarket exhaust systems (pipes and mufflers, slip-ons vs. stock mufflers; carburetion (carburetor jetting, setting float levels, relationship between mixture screws and synching carbs, selecting the proper jet kit, how to use carb sticks and 4-gas analyzers). Featured expert is Marc Salvisberg of Factory Professional Tuning. 110 minutes from Diversified Media. **$43.95**

(#171D) Sweet Spot Video: Performance Systems
Covers: Oils & fluids (petroleum vs. semi-synthetic vs. fully synthetic, engine cleanliness, oxidation, break-in/seating time period and method, viscosity, lubrication & horsepower, heat transfer, additives, fork oils, storage lubricants); cooling systems (water wetter, chassis lube); drive train (chain 520 vs. 530 conversion, O-ring vs. non O-ring, master link vs. rivet, chain tension adjustment, sprockets, brake and clutch lines, brake pads, brake fluids, rotors, ignition advancer); safety wiring. Featured experts are Cliff Sherlock of Red Line Oil and Jim Leonard of Vance & Hines. 100 minutes from Diversified Media. **$39.95**

(#171E) Sweet Spot Video: Dialing In
Covers: Trackside tuning; dialing in the bike for rider's style and track conditions; suspension; jetting; tire tuning; and gearing (includes on-board video). Featured experts are Kurt Hall, 18-time national sprint champion and national endurance champion; Lawrence Bolton of Dynojet; Jeff Johnston of Metzeler Motorcycle Tires; Dave Schlosser of Dutchman Racing; and Jim Leonard of Vance & Hines. 90 minutes from Diversified Media. **$44.95**

(#171F) Sweet Spot Video: Motorcycle Hygiene
Covers: Cleaning the motorcycle (products and finishes); winterizing and storage (lubricants, fuel system, carburetor, battery, bike finish and storing, apparel); prepping your bike for new season (inspection and servicing of tires, oils, fuel and starting). Featured experts are Rob Douglas of BIS Imports and Jeff Haynor, the series host. 60 minutes from Diversified Media. **$24.95**

MOVIES

(#138) Easy Rider
This is the classic youth film of the 1960's which reflected the attitudes and longings of an entire generation. Two motorcyclists (Peter Fonda and Dennis Hopper) embark on a coast-to-coast odyssey in search of the real America. 94 minutes from Progressive Design. **$37.95**

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(Left) The fifth annual Malcolm Smith Dual Sport Ride provided plenty of excellent riding for riders of all ability levels. (Above) If you want a challenge, scenes like this are common on any ride Malcolm Smith puts on.

Malcolm Smith Dual Sport

By Todd Nolan

SAN BERNARDINO, CA, NOV. 16

Malcolm Smith's fifth annual dual sport ride added some new twists to what is becoming a classic late-autumn ride into the mountains near Smith's Riverside, California, multi-line motorcycle dealership. This year, approximately 200 enthusiasts turned out for the ride, which featured a new starting point and some very interesting trails in the San Bernardino mountains.

When the event was first started five years ago, Malcolm intended it to provide an opportunity for his Malcolm Smith Motorsports customers to have a fun ride on their dual-purpose machines. The riders would gather at the shop just off the 91 freeway in Riverside before setting off for the mountain trails in either the San Bernardino and San Jacinto ranges, depending on the year.

But the event eventually outgrew the shop, and the past two years saw a scramble for parking in the small lot and adjacent streets. "Plus, a lot of riders complained about riding so much pavement to get to the mountains," said Smith, whose shop is about 20 miles from the closest mountain dirt roads.

So for the fifth annual event, the starting point was moved to Glen Helen OHV Park, located at the base of the San Bernardino Mountains. Some riders missed starting from the shop. "I miss doing the Jungle Cruise section we did last year," said Todd Arnold, referring to one of the highlights of the previous ride.

Despite the proximity to the mountains, the first 15 of the 135 miles were still on the pavement.

"I thought there had to be a reason for a bunch of freeway," said Karl Edmondson, who found a little-used trail not long after leaving the pavement. "It was awesome: narrow, rocky, twisty and overgrown. I've ridden in these mountains so much, but Malcolm always seems to throw in some stuff I haven't seen before."

The first climb had many riders pushing up a rocky hill. "I think I rode over more guys than rocks," Arnold said.

After reaching the top, the riders passed through Lake Arrowhead, and those who attended the *Cycle News* Dual Sport Jamboree in September soon found themselves on some familiar ground. The second big challenge was traversing Deep Creek, made even deeper by the storms that had passed through the area several days earlier, leaving many trails damp. Snow and ice were even found on some of the northern slopes in the higher elevations.

A rocky trail provided an alternative to the main crossing and also created a bit of a bottleneck. Edmonson was among the impatient who tried the traditional route - and paid for it.

"It's always been deep but manageable, but this time it was way deeper than I thought," he said after stalling his Kawasaki KLX650 and having to push it to the other side. He rode the many miles of single-track trails and fire roads that followed, including a second crossing at Devil's Hole, before changing his wet socks at the late lunch stop in Cedar Glen.

"It was cool that the majority of the ride was before lunch," said Edmondson. "I'm usually ready for a nap after I eat!"

Several riders got to chat with Malcolm during lunch, and many complimented him on the ride.

"I enjoy doing this every year," Malcolm said. "It helps promote motorcycling and shows people that there's still plenty of places to ride. You don't even need a street-legal bike to ride a lot of the trails we rode today."

A few more twisty and, at times, whooped-out trails followed lunch before the dirt roads dropped riders back down at the foot of the mountain, just a few miles from Glen Helen.

"It was a great ride," summed up Croft Long. "There was a little bit of everything: mud, dust, water, tight and twisty trails, fast fire roads and some pavement. It doesn't get much better than this." CN

West Coast Arenacross Challenge Series, Round 3

Holland the main man

By Joan Tiearney

SAN FRANCISCO, CA, NOV. 8

When round three of the West Coast Arenacross Challenge concluded at San Francisco's Cow Palace, Clawson Motorsports/Pro Circuit-backed Rusty Holland left with the series lead.

Holland was unstoppable on this night, as the Kawasaki-mounted rider won everything in sight, except for the jump contest. But Holland can live with that.

Holland transferred to the 125cc main event by winning his semi after going down in the first turn of his heat race, but he rode flawlessly to his 250cc heat-race win. Up-and-coming rider Aaron Cheselski made his Pro debut in his first Arenacross, taking the heat win, with FMF's Dean Matson taking second. Veteran Rick Ryan showed his determination, finishing third in the heat. Several new Pros were on the program to mix it up with the seasoned riders, showing strong finishes.

In the 125cc main event, Holland pegged the tight, left-handed first turn, followed by Brad Hagseth, Ryan, Auggie Rodriguez and Jason Partridge. Jeff Willoh, Matson and Evans were on the ground in a first-turn pileup and would have some tough passing to do to get up into the top five.

Out front, Holland pulled away, tripling for the crowd without a threat for most of the race. Hagseth ran a blistering pace in second for most of the race, with Willoh, Evans and Partridge on a charge.

Partridge and Willoh made up precious time in the grueling whoop section and soon found themselves running in the second- and fourth-place positions, respectively.

On lap eight, Partridge made his move on Hagseth, and Willoh followed suit. Evans was on a mission, taking positions in the whoop section, and he was soon running among the top five.

Newcomer Rodriguez showed his stuff as his hometown crowd heavily supported him every lap. On the white-flag lap, Evans made a move on Hagseth in the tight right-hander after the finish line to take over the fourth-place position. Holland put in a flawless race for his fans and vowed to win the 250cc main. Partridge would take second, followed by Willoh and Evans. Hagseth ended up finishing fifth.

Ryan and Partridge placed first and second, respectively, in their 250cc heat race, while Holland and Willoh also went directly to the 250cc main. The semis would transfer Matson, Hagseth, Tony Graves and Oregon's Ryan Terlecki, Evans and Brian Sweany. The 250cc LCQ would send Jake Windham and Carter Gurnee to the main.

The field was set for the 250cc main event and, when the gate dropped, Holland grabbed the holeshot in superb fashion - it was, in fact, a carbon copy of the 125cc main. Holland took the sharp inside corner and used it to his advantage, as other top point favorites - Willoh and Partridge - were again back midpack.

Graves put on the charge behind Holland lap after lap. Matson was holding third, while Hagseth, Sweany and Willoh were battling over the doubles. The crowd went nuts as Willoh and Partridge battled for the fourth spot. Willoh made the pass on Partridge in the whoop section and set his sights on Matson.

Sweany and Gurnee had some bad luck, crashing in lap seven and eight, respectively, but were up quickly. Lapped riders were now surfacing near the end of the main, but that didn't hamper the Kawasaki of Holland. Holland made a few block-passes on Graves and pulled a sizable lead by the next-to-last

lap. Willoh had Matson in his sights and made a move which put him behind Graves, an experienced block-passer.

The white flag flew, leaving precious seconds for Willoh, Matson and Partridge to make a pass if they were to have any hopes of taking over second place. The checkered flag was out; Holland styled it through the whoops to the finish line, taking the lion's share of the $5000 purse. Graves bested all of his previous Pro finishes in the series to take second. Willoh finished third, ahead of Matson and Partridge.

Holland also got a little something extra to help with expenses, as he won the Dash for Cash, while Windham dazzled the crowd with his jumping antics and cashed in on the jump-contest money. Six-year-old Dustin Pipes of Madera captured the hearts of the fans, winning both motos in the 50cc (0-6) class, and Corey Pennington put together two perfect wins in his 50cc (7-9) race. CN

Cow Palace
San Francisco, California
Results: November 8, 1997

125: 1. Rusty Holland (Kaw); 2. Jason Partridge (Suz); 3. Jeff Willoh (Yam); 4. Tyler Evans (Suz); 5. Brad Hagseth (Yam).

250: 1. Rusty Holland (Kaw); 2. Tony Graves (Yam); 3. Jeff Willoh (Suz); 4. Dean Matson (Suz); 5. Jason Partridge (Suz).

Red Bud Grass Track

Wagner mows them down

By Larry Witmer

BUCHANAN, MI, OCT. 26

Jay Wagner rode his Nine One One/Max Pitts Yamaha/Malcolm Smith-supported YZ to the overall win in the hotly contested 125cc Expert division during the Red Bud Grass Track at Red Bud Track-N-Trail.

The race marked the eighth annual running of the "grass race," and it drew more than 400 riders.

The layout utilized the starting gate and the regular starting area, going over the "Big Ski Jump" and straight into the "Apple Orchard" and then turning right into the "grass track" area. The track used the natural-terrain uphill/downhills and some old-style switchbacks that got heavily rutted - and tree roots! Those combinations were tricky. Throw in some off-camber sections and a small, natural-terrain double jump, some rolling bumps and a trench jump, and you have some idea of what comprised this year's course. This event was all about fun, and it was a reminder of what it used to be like in the early years of motocross tracks.

The opening moto of the 125cc Expert division saw Jay Wagner rip the holeshot, with Brad Jerominski in second, Yamaha-mounted Carey West in third and Ronnie Weatherholt in fourth. Ben Graves was fifth.

The two front-runners, Wagner and Jerominski, quickly left the pack in their roost, and the battle waged by the lead duo for the next 10 minutes was the best race of the day. Wagner was in the back off-camber section on the opening lap when Jerominski tried the first of many attempts at taking over the front spot.

Wagner was using an outside berm line, while Jerominski was using the tighter inside line. It looked as though Jerominski had completed the pass, but Wagner shut the door. On the next lap, Jerominski used the switchback sections, setting Wagner up for the pass with an inside-to-outside swoop while Wagner was using the conventional line in the same corner. This worked for Jerominski, as he took the lead by crossing over Wagner's line. But Jerominski's lead was short-lived, because Wagner retook it in front of the crowd, using the inside line on the natural-terrain uphill double jump.

Jerominski hounded Wagner for the remainder of the moto, waiting until the last lap to try his favorite passing line in the switchback section. This worked for a brief moment until Jerominski's and Wagner's lines met. Something had to give, and it was the front end of Jerominski's KX. The two riders collided, with Jerominski going down. Wagner cruised in for the win, with Jerominski remounting to claim the runner-up spot. Graves carded the third spot over West, who was visibly tired after making his first appearance since suffering an injury earlier this year.

The second-moto showdown promised to be a barnburner, and the spectators were lining the temporary fences surrounding the track to see who would emerge with the win.

Wagner again had the fastest throttle hand, ripping the holeshot, but Jerominski was right there again, in second, to put the pressure on. Wagner kept his focus on the track ahead, not on the hot pursuit of Jerominski's KX. Wagner fended off each attack by Jerominski, with the two getting physical with each other, muscling their machines and colliding.

Jerominski was faster in the switchback areas, while Wagner was visibly faster in the fast sections of the track. On the last lap, Jerominski went for it in the tight, off-camber section coming toward the crowd. It appeared as though he took the lead but, with Wagner's momentum from the outside, the two collided. Wagner somehow stayed upright, while Jerominski went down hard. Wagner cruised home with the win, but just finishing was going to be a chore for Jerominski.

Jerominski picked up his mount, but the throttle side of the handlebars had snapped off in the incident. He held tightly to the clutch side of the bars and held the broken section containing the throttle to ease his way across the finish line in second. Graves took the third spot, with West and Weatherholt coming in for fourth and fifth, respectively.

The fifth annual XR75 track championship took place on the Automatic track during halftime. There were 22 XRs lined up, ready to do battle. The track fencing was lined with racers, girlfriends, buddies and the younger crowd, all anticipating the drop of the gate.

The Auto track was just right to pound these minis of yesteryear into broken machinery - the dream of any parts manager at a motorcycle dealership. The race was to follow a one-moto format, with a 15-minute time period. Half the field would not finish, due to fatigue or mechanical failure.

On the line was two-time XR track champion Todd Flickenger, who was considered the favorite because his stature is a good fit with the small bikes. Another favorite was five-time Women's MX champion Lisa Akin-Wagner. She has won the event once before, but the trick 108cc XR has had its share of mechanical woes over the years, costing Wagner her chances at victory.

Other notables on the line included the "Super Geek" - none other than famous Red Bud Pit Racer Gregg Watson. His racing outfit made him look more like a woods casualty than an MX rider. He had clumps of grass attached to a '70s-style open-faced Easy Rider helmet, sans the duckbill. He wore no gloves, and had tree branches attached to his back in place of the conventional HRP Flak Jak. He also had a grass crossbar pad, and many other options unsuitable to mention in print. What a sight!

The holeshot went to Akin-Wagner, with Derrik Gayheart and Flickenger giving chase. However, there was a pileup in the first corner, taking out two-time champ Flickenger. Wagner got away clean, with Larry Witmer taking over the second spot. Darrin Borcherding moved into third, with Gregg Watson fourth.

Witmer extended his lead, going way too far off the jumps, but he paid the price for showboating when his front wheel exploded with three laps to go. Borcherding was making easy prey of Witmer. All the dirty tactics - like dragging the feet or block-passing - that Witmer has learned in his 20-some years of MX didn't pay off, as Borcherding zapped the lame-duck XR of Witmer. The sweet taste of victory was all Borcherding's on his specially prepared

Darrin Borcherding won the XR track championship race during the Red Bud Grass Track motocross at Red Bud Track-N-Trail.

JMS Performance XR. Flickenger took over second, while Witmer wobbled his wounded XR in for third. CN

Red Bud Track-N-Trail
Buchanan, Michigan
Results: October 26, 1997

AUTO (4-6): 1. Thom Fisher (Cob); 2. A.J. Alleshouse (Cob); 3. Brian Mercer (Cob); 4. Chase Sparacio (KTM) ; 5. Trampus Newman (KTM).

AUTO (7-8): 1. Sean Troyer (Cob); 2. Ivan Hays (Cob); 3. Cody Davis (Cob); 4. Joshua Barrett (Cob); 5. Louie Kindle (Cob).

AUTO (4-8): 1. Jared Fisher (Yam); 2. Zachary Hays (Yam); 3. Jared Hays (Yam); 4. Steve Laughlin (Yam); 5. Michael Johnson (Yam).

60: 1. William Hicks (Kaw); 2. Matt Walsworth (Kaw); 3. Shane Sewell (Kaw); 4. Larry Partin (Kaw); 5. Matt Dennis (Kaw).

80 (12-15): 1. Kory Warstler (Kaw); 2. Derrick DeWitt (Yam); 3. Michael Zylstra (Hon); 4. Aaron Williams (Hon); 5. Jacob Cullison (Yam).

80 (7-11): 1. Robbie Conklin (Suz); 2. Scott Zont (Kaw); 3. Matt Gow (Hon); 4. William Hicks (Kaw); 5. Brandon Hileman (Yam).

80 C: 1. Kasey Turley (Yam); 2. Roy Horton (Suz); 3. Kirk Newman (Kaw); 4. Nathan Barrett (Yam); 5. Mitch Sluder (Suz).

125 (12-15): 1. Jason Vienot (Suz); 2. Casey Wood (Yam); 3. Michael Ely (Hon); 4. Anthony Hunt (Suz); 5. Derrick DeWitt (Yam).

125 A: 1. Jay Wagner (Yam); 2. Brad Jerominski (Kaw); 3. Ben Graves (Suz); 4. Carey West (Yam); 5. Ronnie Weatherholt (Kaw).

125 B: 1. Matt Myers (Suz); 2. Mike Sassano (Suz); 3. Justin Brusseau (Yam); 4. Chris Galloway (Suz); 5. Mick Laughlin (Suz).

125 C: 1. Gary Doorlag (Yam); 2. Keegan Myers (Suz); 3. Jeff Hodges (Yam); 4. Jason Begeske (Kaw); 5. Eric Saldana (Suz).

250 A: 1. Brad Jerominski (Kaw); 2. Don Baker (Hon); 3. Jay Wagner (KTM); 4. Tom Zont (Kaw); 5. Jason Vienot (Hon).

250 B: 1. Matt Myers (Suz); 2. Greg Foster (Kaw); 3. Joshua Lenz (KTM); 4. Tim Ritchie (Suz); 5. Lee Fleischmann (Hon).

250 C: 1. Bruce Sneller (Yam); 2. Jon Burleson (Hus); 3. Jason Begeske (Suz); 4. Larry Shull (Hon); 5. Denny Farmer (Hon).

16-24: 1. Brad Jerominski (Kaw); 2. Derrik Gayheart (Suz); 3. Ben Graves (Suz); 4. Mike Sassano (Suz); 5. Gregg Watson (Yam).

25+: 1. Don Baker (Hon); 2. Jay Wagner (Yam); 3. Jim Royko (Hon); 4. Paul Philbrick (Yam); 5. Matt Davis (Suz).

30+: 1. Jim Royko (Hon); 2. Larry Witmer (Suz); 3. Darren Borcherding (Yam); 4. Bart Newman (Kaw); 5. Todd Flickenger (Kaw).

35+: 1. Jeff Heaston (Kaw); 2. Jacques Bryant (Kaw); 3. Rick Walsworth (Hus); 4. Ronnie Weatherholt (Kaw); 5. A.J. Waggoner (Hon).

40+: 1. Larry Witmer (Suz); 2. Jeff Heaston (Kaw); 3. Rick Walsworth (Hus); 4. Greg Mellinger (KTM); 5. Mike Priehs (Suz).

50+: 1. Jim Adent (Suz); 2. Dave Buzalski (Suz).

BMBR: 1. Brad Goins (Hon); 2. Tom Holscher (Hon); 3. Allan Doneth (Suz); 4. Wilbert Verpooten (Yam); 5. Kendall Westveer (Hus).

VINT (PRE-'74): 1. Larry Witmer (Suz); 2. Michael Lenz (KTM); 3. Richard Stone (Hus); 4. Ryan Liker (Hon); 5. John Easton (C-A).

DRY DOG: 1. Kevin Kelly (Mai); 2. Tom Holscher (Mai); 3. Gregg Reynolds (Mai); 4. Allan Doneth (Yam); 5. Michael Priehs (Hus).

NON-CUR: 1. Joel Mitchell (Yam); 2. Steve Smith (Hon); 3. Scott Robertson (Hon); 4. Richard Williams (Yam); 5. Bob Kelley (Kaw).

XR: 1. Darrin Borcherding; 2. Todd Flickenger; 3. Larry Witmer; 4. Derrick Gayheart; 5. Joe Beher.

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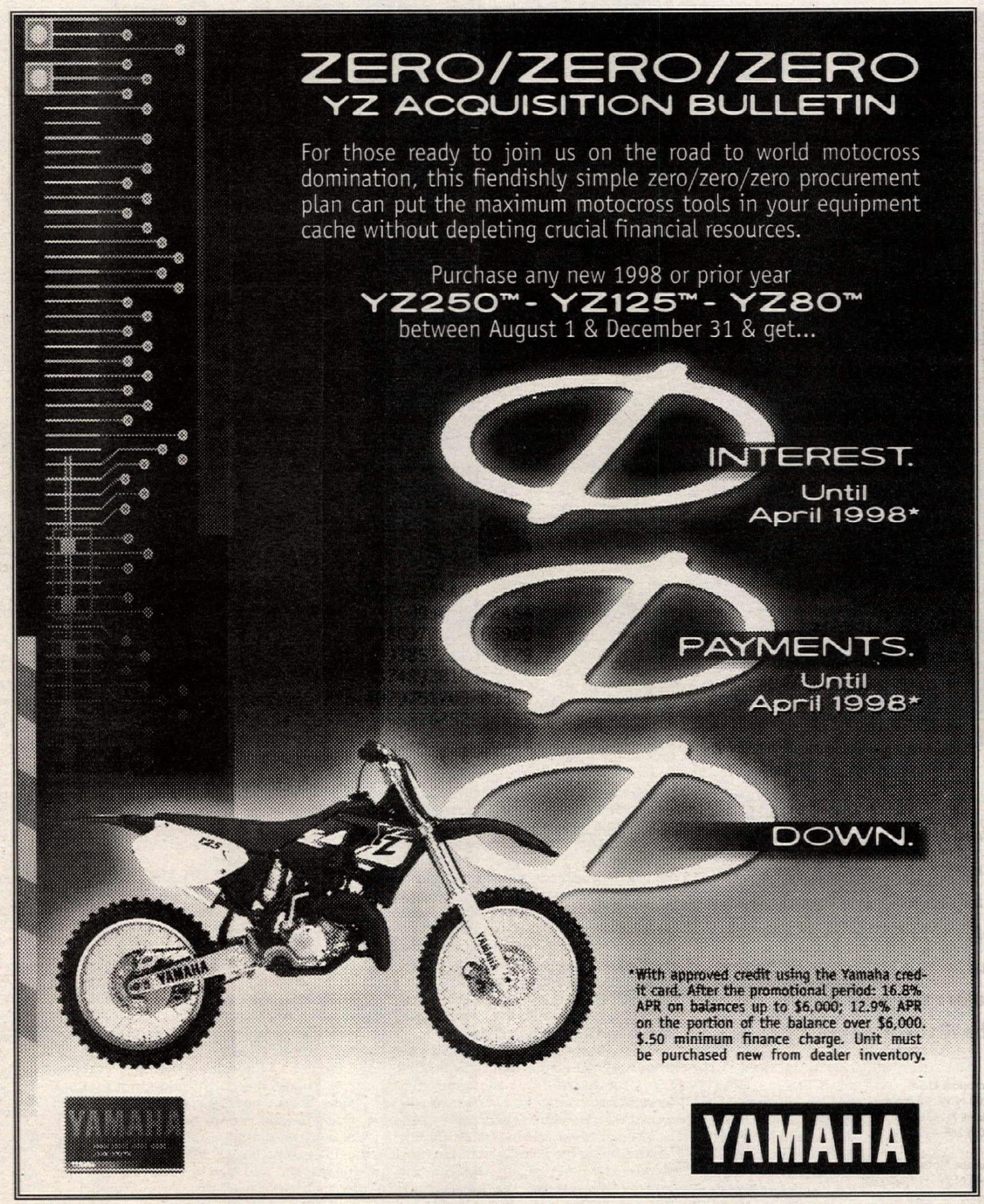

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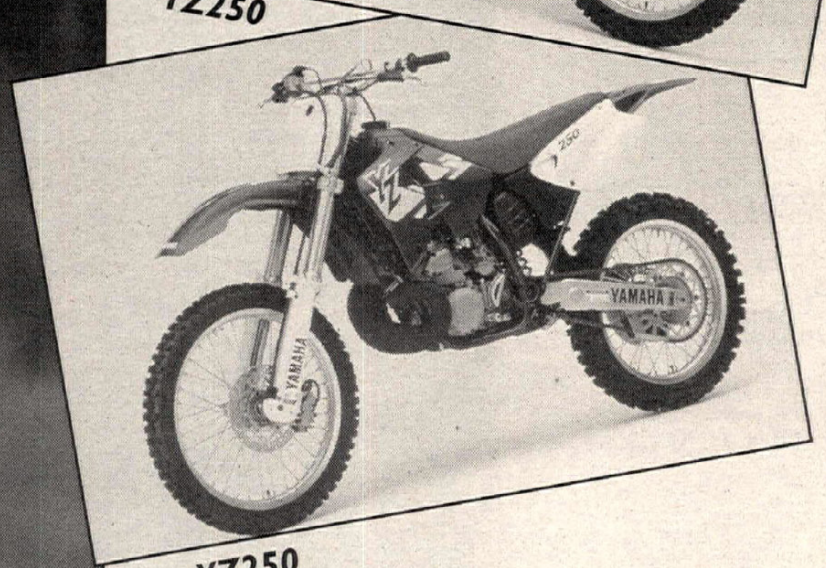

YZ250

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646 Mt. Moriah
Cincinnati, OH 45245
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Toledo, OH 43537
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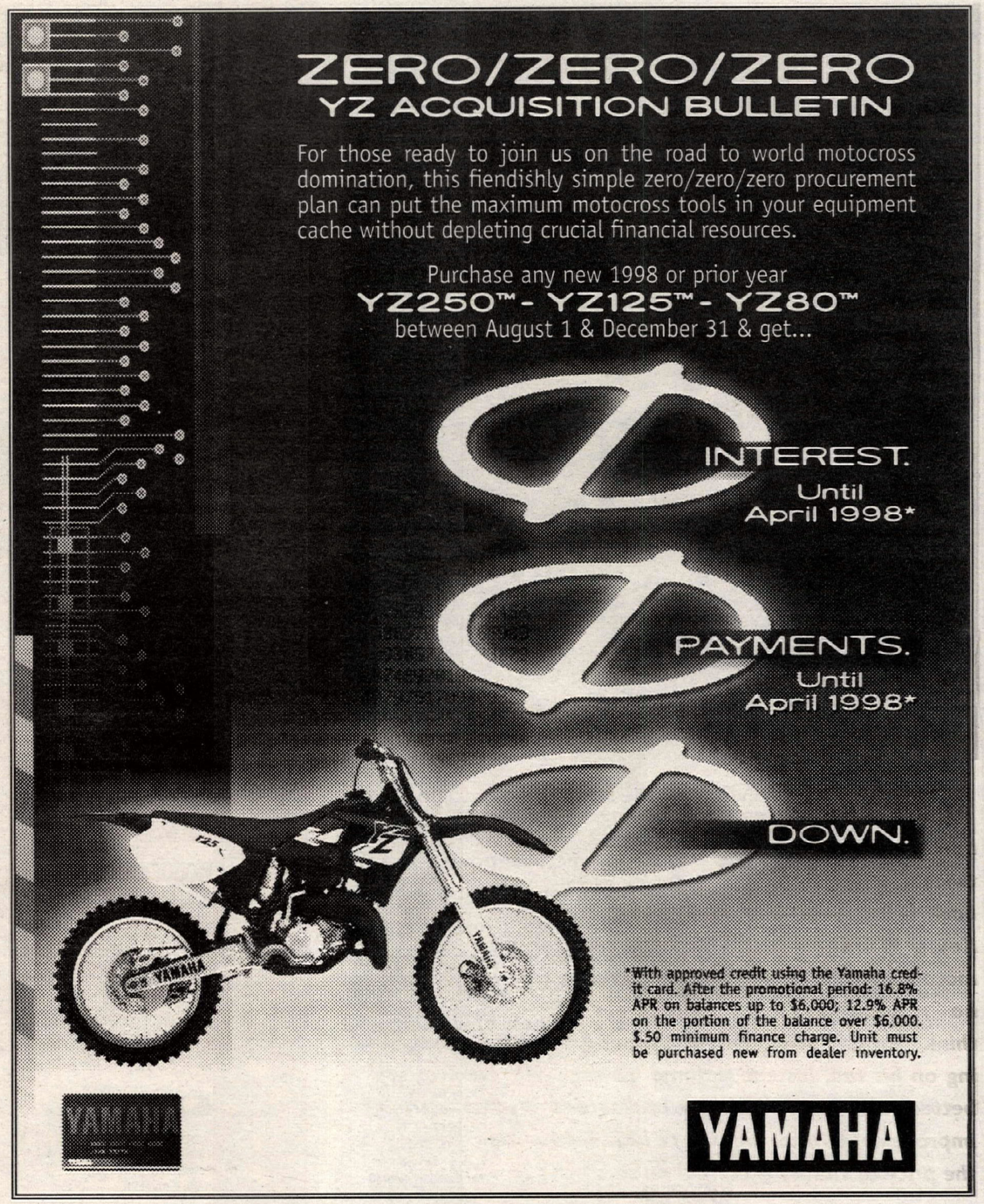

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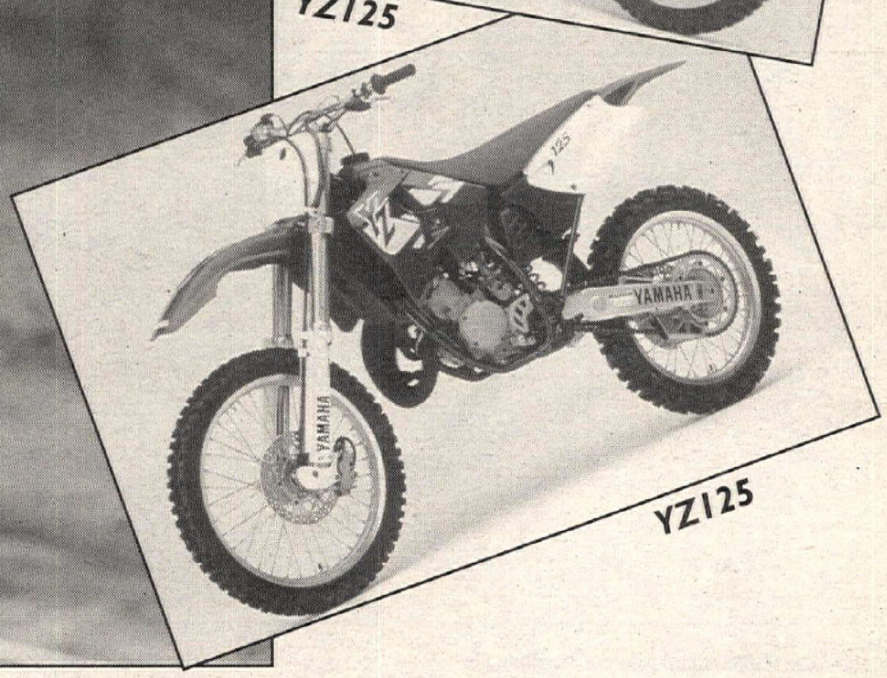
Participating Yamaha Dealers

YZ125



YZ125

Any ordinary man would have been satisfied with building Motocross Action Magazine's Bike of the Year twice in a row. Especially if the same bike won the back-to-back 125cc AMA Western Regional Supercross titles under Kevin Windham, and was proclaimed the best 125 motocrosser in the universe by everyone who knows there's no "r" between "moto" and "cross." After all that you'd think "Dr. Ed" Scheidler would spend the off season working on his tan. Instead, Ed and his crew built more power, better suspension, stronger brakes and a stack of other improvements into the '98 YZ125. Fortunately, Ed knows the price of victory is eternal research and development.

There are few joys in life equal to the free-spirited thrill and experience of motorcycling. And that's why it's important for all of us to do our part as responsible riders. By following logical common-sense rules, we can maintain season after season of unparalleled enjoyment of our sport. Always remember to review your Yamaha Motorcycle Owner's Manual before you ride. Before each ride, take time to check all your equipment. Always wear an approved helmet, eye protection, long-sleeved shirt, long trousers, gloves and boots. And always be sure your bike is in first-class condition before riding. Never ride a YZ on paved surfaces or public roads; never carry passengers; never engage in stunt riding and avoid excessive speed. Provide parental supervision when a motorcycle is being operated by a minor. Every motorcycle rider should be aware of the limits of his or her skills, experience and abilities and ride accordingly. Beginners should be extremely cautious and allow extra time and distance for maneuvering and braking. All riders should ride well within the limits of their abilities, never beyond them. Do not drink and ride. It is illegal and dangerous. Yamaha and the Motorcycle Safety Foundation encourage you to ride safely and respect the environment. For further information regarding the MSF course, please call 1-800-446-9227. The riders used during photography of this brochure are highly skilled, very talented professional racers. All of the action was shot on a closed course, and is not intended to be duplicated in any way. Specifications subject to change without notice. *YZs come with a 30-Day Limited Factory Warranty. Limited warranty does not apply to units for racing. See your dealer for details. Ed Scheidler is an employee of Yamaha Motor Corp., U.S.A. No Endorsement or promise is implied.

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Nicholson Motor Sports
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Mt. Pleasant, TX 75455
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Cycle Shack
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Stafford, TX 77477
(281) 530-9337

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Fredericksburg, VA 22405
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Bremerton, WA 98312
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408 Roosevelt
Enumclaw, WA 98022
(360) 825-4502

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Federal Way, WA 98003
(253) 838-3290

Longview Motorsports
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Longview, WA 98632
(360) 636-1220

Sunnyside Yamaha
508 Yakima Valley Hwy.
Sunnyside, WA 98944
(509) 837-4438

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Port Washington, WI 53074
(414) 284-5995

YAMAHA

Jason Chancey won the 250cc A class at the SETRA Capital City Enduro. Chancey carded 12 points along the 126.4-mile course, which used lots of new terrain.

SETRA Championship Enduro Series, Round 6

Veator surprises Capital City

By Kenneth King

TALLAHASSEE, FL, OCT. 26

The SETRA season has been full of surprises so far, and Tommy Veator surprised everyone by claiming the overall victory at the Capital City Enduro.

Veator, who just got his Team Green ride, was riding in the 200cc A class. He would take his KDX200 to his first-ever overall win with a score of nine. Kawasaki-mounted Ashley Brewer would claim the runner-up spot, losing to Veator on tie breakers. Both riders ride for Peery's Kawasaki in Tennessee. KTM's Allen Gravitt had a good ride and finished in the third overall spot.

Veator's day didn't start as well as it finished. It seems the Team Green rider had his share of problems at his hotel.

"I didn't get a wake-up call at the hotel, so I got to the race late," said Veator, "but I was able to sign up, and I got the last row."

The race wasn't as good to series points leader and current champ Franklin Ramey III. Shortly after the last auxiliary gas, Ramey went to pass a rider and hit a log in the underbrush. The resulting crash left him with a broken ankle and possible ligament damage. Ramey underwent surgery the following Monday in his hometown, and he is expecting a full and quick recovery.

The enduro was co-sanctioned by FTR, and was held in the very scenic Silver Lake Park. Trail boss Gary Williams and a very cooperative Forestry Service really put together a tough event, complete with 30 or so miles of brand-new trail. The club laid out 83 actual ground miles: 34.3 before gas number one, 37.5 from there to gas number two, and 11 miles to the finish. Severe thunderstorms threatened the race all day but, luckily, rain didn't appear until the race was over. The humidity was high and the temperatures soared into the high 80s, adding to the difficulty of the course. Team Green rider and runner-up finisher Brewer had high praise for the enduro.

"The race was tough," Brewer said, "a good enduro. Everyone did a great job. This may have been the toughest race so far this season."

The first half of the course (all 34 miles of it) was the same as last year's - not that many would notice. The first section was 12 miles long and fairly tight with a few fire roads. Brewer and Ramey would have the fast times through with a two-point loss. Gravitt and Kawasaki-mounted Steven Smith would post a three. Veator would drop four points.

"I got some serious arm pump in that first section," Veator said after his ride in that first section. "Then I crashed pretty hard and went over the bars."

There was an auxiliary gas stop, followed by a reset at 12.3 miles to give everyone a break. The next section was 24 miles long, but it included many areas fast enough to allow a rider to maintain a good speed. Check number three was at the 36.8-mile mark, and it was a tie-breaker check. All the AA riders and Veator managed to go through with only a one-point loss. Brewer would have the better tie-breaker score. Almost all the other riders were dropping from two points on up. Up until the gas stop, Brewer and Ramey were tied with three, followed by Gravitt and Smith with four, then Veator with five. The gas stop came shortly after this check at 39.9 miles. The reset was to 55.2 miles, and then it was back into the woods at mile 58.

This section was the start of some of the new trail. Riders on the earlier rows found themselves breaking the trail for everyone else. Brewer (on row 25), Ramey (on row 30) and Gravitt (on row 32) found themselves breaking a little trail themselves. This section was tight and, at 62 miles, riders were greeted with check number four. Veator poured on the gas and had the low score with a one-point loss. Ramey, Smith, Gravitt and Brewer all dropped two.

Check five came at 71.6 miles, while the riders were still in the tough new section. Veator would post a two, as would Brewer and Ramey; Gravitt would drop three and Smith a four. There was a reset from 71.9 miles to 79.9 to give everyone a chance to catch their breath and get back on time. At 80.8 miles, it was check-in time for the final 19 miles of trail. There was an auxiliary gas at 91 miles - while under time. Some riders gassed up at the reset; others who used the auxiliary gas had to do so while the clock was ticking. Shortly after the stop, Ramey was making a pass on a slower rider; as he jumped off the trail, he hit a stump and crashed pretty hard, and in the process broke his ankle.

"I was trying to get around a guy, and I hit a tree and kind of did the pinball thing off a couple of trees. My foot hit one of the trees," Ramey said. "I knew right then I broke something. I hope to be ready to go again in January."

Gravitt was only two minutes behind Ramey and stopped to check on him.

"I stopped to help Franklin," Gravitt said. "He knew he broke his ankle and, after seeing him injured, I just couldn't concentrate on the race after that."

Gravitt would come through with a three-point loss. Brewer would lose only two points in the section.

"I rode good all day, then crashed pretty good in the next-to-the-last section," Brewer said. "I lost some time there."

Smith would have his share of problems and would drop seven points. Veator proved to be the man to beat, as he would drop only one point.

"I think the later row helped me," Veator said. "As the trail was nice and broke in, I was on the last row."

This check was the second tie breaker, and Veator would have the better tie-breaker score. From 99.2 miles to the finish at 126.4, the ride was pretty easy - just a trail ride. All the AAs and most everyone else zeroed the last check. At the end of the day, Veator and Brewer both finished with a nine. It would have to go down to the tie breakers. The trouble was, they tied on the tie-breaker scores. After looking in the rule book, it was discovered that the rider with the better score on the final tie break would get the win - and with that decision, Veator claimed his first overall.

Jason Chancey would take high-point A honors with a score of 12 while riding in the 250cc A class. Open B rider S. Hinson would claim the overall B honor, with a score of 26. D. Boyd, riding in the 250cc C class, would take the overall C honors with a score of 46. CN

Silver Lake Park
Tallahassee, Florida
Results: October 26, 1997 (Round 6 of 19)

O/A: Tommy Veator (9).
AA: 1. A. Brewer (9); 2. A. Gravitt (12).
OPEN A: 1. M. Grizzle (17); 2. S. Hardeman (23); 3. M. Martin (23).
OPEN B: 1. S. Hinson (26); 2. D. Kadrouach (33); 3. D. Macadam (48); 4. B. Hill (53).
OPEN C: 1. C. Doran (57); 2. S. Presnell (63); 3. M. Benson (70); H. Stoll (77).
125 C: 1. J. Lamb (59); 2. R. Benard (72).
200 A: 1. R. Neeley (17); 2. L. Stephen (37).
200 B: 1. M. Thompson (29); 2. M. Thomas (29); 3. J. Nutt (38); 4. R. Crist (38).
200 C: 1. G. Tolson (49); 2. A. Roshong (60); 3. M. Fillard (67); 4. D. Smith (96).
250 A: J. Chancey (12); 2. D. Masencup (15); 3. R. Epley (19).
250 B: 1. S. Byrd (32); 2. M. Johnson (70).
250 C: 1. D. Boyd (46); 2. R. Easter (47); 3. S. Black (52); 4. D. Edwards (55).
VET A: 1. Johnny McCoy (16); 2. M. McRee (17); 3. J. Simpkins (25).
VET B: 1. S. Gantt (26); 2. M. Culler (41); 3. J. McDough (42).
VET C: 1. T. Farmer (57); 2. J. Barrow (60); 3. A. Coker (72); 4. D. Holman (79).
SR A: 1. M. Shank (28); 2. J. Royal (29); 3. E. Royal (36); 4. J. Strange (50).
SR B: 1. P. Ellis (38); 2. T. Russell (55); 3. S. Nichols (61).
SR C: 1. S. Mento (61); 2. J. Futo (64); 3. J. Day (67); 4. H. Masters (101).
S/SR A: 1. J. Kirby (25); 2. R. Pino (32); 3. M. Reunold (35).
S/SR B: 1. D. Cochran (64); 2. L. Sheppard (69).
S/SR C: 1. B. Minnix (68); 2. B. Ingles (85); 3. W. Thompson (105).
MSTR A: 1. E. Cox (38); 2. J. Parker (45).
MSTR B: 1. W. Meredith (53); 2. R. Argabright (54); 3. D. Freeland (59).
MSTR C: 1. B. Gallaird (77); 2. E. Wiest (82); 3. B. Hardeman.
GLDN MSTR: 1. J. Haley (39); 2. W. Knights; 3. J. Schneeback.
4-STRK A: 1. C. Borders (26); 2. S. Prevatt (44).
4-STRK B: 1. G. Clark (47); 2. M. Shirley (51).
4-STRK C: 1. N. Johnson (52); 2. S. Lamb (56).
VINT: 1. C. Miller; 2. K. Hodge; 3. E. Thomas.
SPTSMN 200: 1. J. Kutzier; 2. J. Curry.
SPTSMN 200+: 1. J. Richardson; 2. A. Cobb; 3. H. Fortner.
WMN: 1. K. Chambers; 2. L. Rorrio.

Upcoming Rounds:
Round 7 - Maplesville, Alabama, November 2
Round 8 - Hurricane Mills, Tennessee, November 16

AMA Mid-South Winter Hare Scrambles Series, Round 2

Plessinger collects Lynnville loot

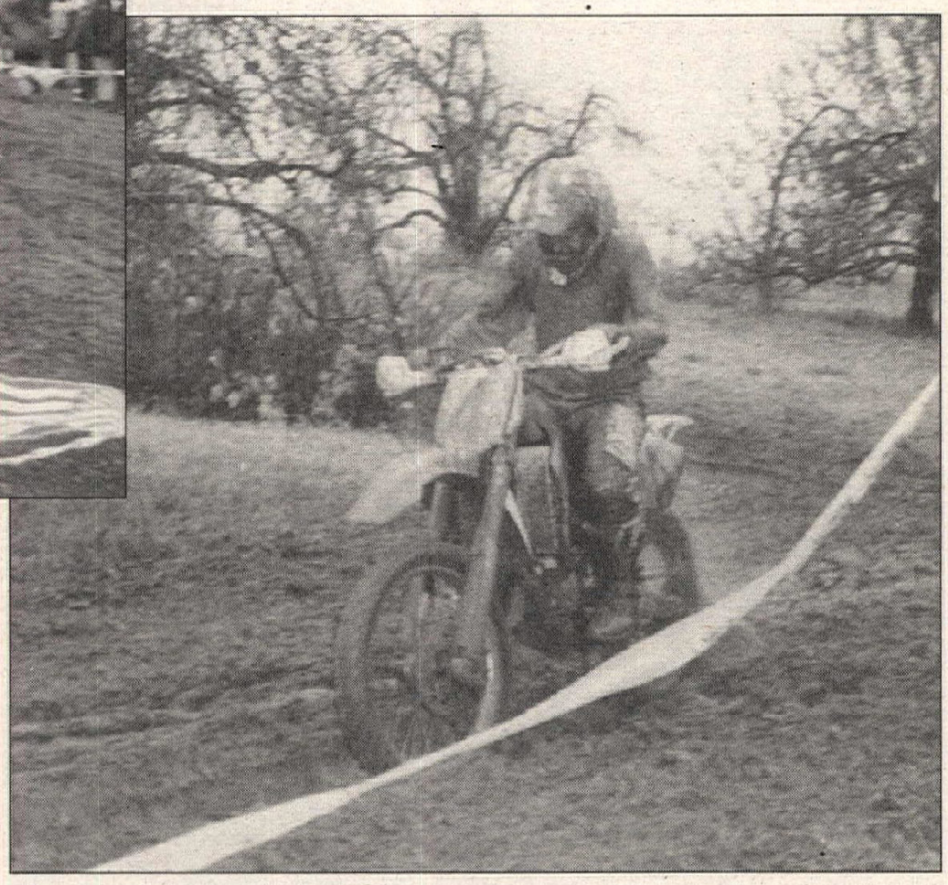
By Paul Michels
File photo by Paul Michels

LYNNVILLE, IN, NOV. 11

KTM's Scott Plessinger came back from a midpack start and made a last-lap pass to take top honors and an extra $500 in cash at round two in the Mid-South Winter Hare Scrambles Series on a cool, sunny day in southern Indiana.

The extra purse money was donated by local merchants to the overall winner, just as the Lynnville Area Dirt Riders have done in previous years.

Team Green/Bloomington Power Sport's Mike Sampson laid claim to the holeshot and early lead as he hoped to make it two in a row after winning round one in Tennessee. Sampson led last year's champ, Doug Blackwell, who was riding his Sport Cycle Yamaha, and was followed in third by Plessinger. Also behind him was Duane Conner, another Sport Cycle Racing Yamaha rider and GNCC number four, in fourth.



Conner was followed in close pursuit by newly crowned GNCC 250cc A champ Jimmy Jarrett on his Andrews Yamaha Racing YZ. Sampson continued out front until, near the end of lap two, he hit a hidden stump and crashed when he went to pass a lapped rider. Blackwell was close enough to pass, along with Conner and Sampson. Sampson came through in third by the end of the first lap, while Plessinger closed the gap and was in fourth, with Jarrett in pursuit.

Blackwell remained out front until lapped traffic slowed his charge, and Conner keyed on his misfortune and made the pass. Sampson had another get-off that put him back to sixth. Plessinger also bobbled, and Jarrett was there to seize the opportunity and make the pass. At the end of the third of four laps, the order was Conner, Blackwell, Jarrett and Plessinger, with Husaberg rider Rodney Judson moving into the fifth spot.

Conner pitted for fuel as Blackwell shot into the lead with visions of a last-lap sprint in his head. It wasn't to be, though. Conner got back on the gas and ran him down, and Plessinger did likewise about halfway around the 11-mile course. Plessinger continued to lead the last four miles of the race, with Conner and Blackwell glued to each other as the three jockeyed for position while cutting corners and blasting through saplings. As they came down the long woods straight, Conner went left and Blackwell went right to avoid a lapped rider. Blackwell lunged out in front, but it was too late - Plessinger had already crossed the line for the win. Blackwell took second and Conner earned third. Jarrett held on for a well-deserved fourth in his first AA race. Sampson came from behind to salvage fifth at the checkers.

"I guess I just finally got warmed up on the last lap and things started to click," Plessinger said. "The extra purse money was probably in the back of my mind, but it was fun. The last lap had some pretty intense racing."

"It was just one of those things," Conner said. "Doug (Blackwell) just returned what I had done to him the previous lap. It was good racing."

Jarrett was pretty happy in the knowledge that he had ridden with and stayed within striking distance of some of the fastest company in the country in his first Pro race. Sampson, on the other hand, wasn't so elated, knowing he had a 30-second lead on the first lap and had lost it - but he vowed to be back. CN

Mid-South Winter Hare Scrambles
Lynville, Indiana
Resuls: November 11, 1997

AA/PRO: 1. S. Plessinger (KTM); 2. D. Blackwell (Yam); 3. D. Conner (Yam); 4. J. Jarrett (Yam); 5. M. Sampson (Kaw).
BEG: 1. B. Marks (Hon); 2. T. Symanski (Hon); 3. C. Gaither (Kaw); 4. M. Wilhoit (KTM); 5. C. Mattingly (Hon).

(Above) Scott Plessinger worked up from a midpack start and made a last-lap pass to win the second round of the AMA Mid-South Winter Hare Scrambles Series, held in Lynnville, Indiana.
(Right) The muddy conditions at the Lembo Lake Hare Scramble in Modena, New York, made for a challenging race. Runner-up Todd Levesque (shown) crashed hard on the third lap. He would finish some eight minutes behind race winner Josh McLevy.

125 B: 1. J. Still (Suz); 2. J. Byron (Yam); 3. I. Sherwood (Yam); 4. J. Glaus (Kaw); 5. B. Duvall (Yam).
200 A: 1. K. Creekmur (Yam); 2. T. Massey (Kaw); 3. J. Wynn (Kaw); 4. J. Scott (Kaw); 5. D. Durkee (Hon).
200 B: 1. M. McCrea (Kaw); 2. A. Westerfield (Kaw); 3. R. Hicks (Kaw); 4. D. Ridgeway (Kaw); 5. C. Kirby (Hon).
200 C: 1. R. Frost (Kaw); 2. D. Bratcher (Kaw); 3. S. Simmons (Kaw); 4. R. Green (Kaw); 5. R. Doores (Kaw).
250 A: 1. G. Hendricks (Yam); 2. J. Gregg (Kaw); 3. C. Hicks (KTM); 4. P. Allen (KTM); 5. M. Stinnett (Yam).
250 B: 1. R. Zyonhurst (Hon); 2. J. Shields (Suz); 3. G. Winters (Hon); 4. J. Ketchum (KTM); 5. B. Cooper (KTM).
VET A: 1. W. Peery (Kaw); 2. S. Ezell (Yam); 3. T. Pool (Kaw); 4. S. Martin (Kaw); 5. S. Nalley (Hon).
VET B: 1. J. Hardin (Yam); 2. D. Granderson (Suz); 3. J. Bracher (Hon); 4. D. Lamberth (Kaw); 5. G. Thurman (Kaw).
OPEN A: 1. H. Whitaker (Kaw); 2. R. Lich (Kaw); 3. M. Kendall (KTM).
OPEN B: 1. J. Dickey (KTM); 2. D. Smith (KTM); 3. B. Barton (Kaw); 4. D. Roger (Hon); 5. J. Brooks (Hon).
OPEN C: 1. C. Hollis (Kaw); 2. T. Ashby (Suz); 3. J. Hall (Hon); 4. S. Gillespie (Yam); 5. M. Elliott (Hon).
SR A: 1. P. Michels (ATK); 2. L. Lambert (Hus); 3. J. Castleman (Kaw).
SR B: 1. R. Hackett (Suz); 2. B. Fraser (Kaw); 3. L. Still (Hon); 4. L. Parker (Hon); 5. J. Millican (Suz).
4-STRK A: 1. W. Short (Hon); 2. E. Taylor (Hon); 3. M. Hosbach (Hbg).
4-STRK B: 1. D. Zanet (Kaw); 2. B. Proffitt (Hon); 3. W. Westerfield (Hon); 4. M. Michels (Hon); 5. M. Bostian (Hus).

AMA/NETRA Hare Scrambles Series, Round 16

Lembo Lake a cruise for McLevy

By Cheri Alix
Photos by Nina Hallett

MODENA, NY, NOV. 9

Manchester Honda's Josh McLevy put aside his trademark Honda 125 to test out his ability on a Honda 250, and it proved to be a very positive move, as McLevy completely dominated the field, lapping all but eight riders at the muddy Lembo Lake Hare Scramble.

The weekend's nor'easter put a serious damper on this event, which usually attracts more than 300 riders. The promoters were lucky if 200 riders showed up. The conditions were horrible, with rain falling most of Saturday and all of Sunday. The roughly 5-mile track was completely under water.

Half of the track was run in an apple orchard, with the remaining sections run through tight, rocky woods. The club also built a small motocross section with a few small tabletops and a couple of doubles; this was the driest section of the track. The woods are usually wet and muddy, but this time it was just one big lake. The nasty, seemingly never-ending rock garden was fully submerged, making it extremely treacherous. Several riders ended their day early in this section.

Six AA riders lined up on the front row. To everyone's dismay, the club changed the race from seven to eight laps due to the fast lap times of the previous two races. The riders were given a three-minute warning for the start of the eight-lap event. Much to everyone's surprise - except for McLevy's - the flag was dropped in 30 seconds.

"I was looking at the flagman, and he looked like he was ready to drop the flag," McLevy said."I just got my goggles on when he started the race."

No one else on the front line was ready, giving McLevy the holeshot and a good 10-second lead before anyone else even got off the line.

By the end of the first lap, the Spectro/Axo/Scott's-backed McLevy had a one-minute lead on second-placed Todd Levesque. Luke McNeil and Arthur Menzel were battling it out in third and fourth, respectively, with Dave Gunn in fifth. Not far behind was Open Expert rider Ken Valentine, who took over third place on the second lap.

McLevy was tearing up the track on his 250, posting lap times of 13 minutes. Levesque was hanging on to second place, and was still down by one minute, but not far into the third lap he hit a root and went down hard. He ended up sitting alongside the trail for a few minutes, trying to regain his composure. After a quick glove change, he was back at it - but down several minutes. This mishap allowed the third-placed Valentine to move to within a minute of Levesque. McNeil was now in fourth, followed by Menzel.

With the fourth lap completed, it was obvious that McLevy was well-suited to the 250, as he started to click off laps that were a minute faster than second-placed Levesque. Valentine was now comfortably in third place, with Expert 250cc riders Brian O'Neil and Ben Asaff moving into fourth and fifth.

Even with the steady rain, the track never deteriorated, and there were no problems with bottlenecks. There was also nothing to stop McLevy from running away with the race, as he finished the eight laps in just under two hours, taking the win by eight minutes over second-placed Levesque.

"The 250 was awesome," McLevy said after the race. "It was so easy to handle. I never went down once. It was just a smooth ride the whole time."

Valentine came around one minute later to take third overall and the Expert-class win. O'Neil took fourth place and the Expert 250cc-class win by just 40 seconds over fifth-placed and fellow 250cc rider Asaff.

In the Expert Vet class, Thor/Clarkie's Russell Bain needed to finish in front of Scott Raymond to take the class championship. Bain and Mark Wute battled for most of the race, each crashing in the rock garden and changing places several times. As the riders headed out for their fourth lap, Raymond was right on Bain's rear wheel, making it a three-way battle. The riders hung together for the next two laps before Bain and White were able to pull away from Raymond. Bain lost sight of White on the sixth lap after going down again in the rock garden. White went on to take first for the day, with Bain taking second and the year-end class championship.

The Novice class ran four laps on the 5-mile track earlier in the day, with Mini-class champion Rob Rowe taking the Novice overall win. Rowe also won the day's Mini class with a comfortable margin of four minutes over second-placed Robert Langenback. In the Junior class, it was Nathan Kanney taking the win after three laps in the pouring rain. Boyd Brower took second place, down by just over one minute. Heidi Landon was the only one in the Women's class to complete all three laps, earning her the class win. CN

Bob Langin (71) won the Pro class with a 2-1 at the third and final round of the SoCal XR Championship MX Series, held in Temecula, California.

Lembo Lake
Modena, New York
Results: November 9, 1997 (Round 16 of 16)

GRD CHAMP: Josh McLevy (Hon).
O/A A: Ken Valentine (KTM).
O/A B: Ron Bertrand.
O/A C: Rob Rowe.
AA: 1. Todd Levesque (Yam); 2. Luke McNeil (Kaw); 3. Arthur Menzel (Kaw); 4. Dave Gunn (KTM).
JR: 1. Nathan Kanney (Yam); 2. Boyd Brower (Yam); 3. Derek Phelps (KTM); 4. Joe Senecal (Yam); 5. Mike Peristere (Yam).
MINI: 1. Robert Rowe Jr. (Kaw); 2. Robert Langenback (Yam); 3. John Moore (Yam); 4. Brian Choquette (Hon); 5. Darren Capote.
125 C: 1. Luck Vogel; 2. Dale Wager; 3. Nidl Vogl; 4. Mark Griffin; 5. Dave Sharp.
200 A: 1. Brian Lawson (Yam); 2. Hans Neff (KTM); 3. Ron Santheson (Hon); 4. Dan Bradley (Yam); 5. Glen Brigham (Hon).
200 B: 1. Mike Peristere; 2. Brian Wozniak; 3. Paul Rose; 4. Scott Harwood; 5. Brian Sebben.
200 C: 1. Rob Rowe; 2. Brett Chenail; 3. James Menard; 4. Charles Geroux; 5. Larry Rutta.
250 A: 1. Brian O'Neil (Kaw); 2. Ben Asaff (Kaw); 3. Rob Carlson (Suz); 4. Jeff Staples (Hon); 5. Timothy Chal (Hon).
250 B: 1. Josh Beebe (Hon); 2. Chris Tooker (Yam); 3. Dan White (Hon); 4. Paul Slater (Hon); 5. Dave Clark (Hon).
250 C: 1. Paul Davey (Suz); 2. Robin Allsop (Yam); 3. Kevin Fahey (Kaw); 4. Rick Blei (Hon); 5. Mike Serrilla (Yam).
OPEN A: 1. Ken Valentine (KTM); 2. Dan Salomone (KTM); 3. Chris Panzella (Hon); 4. Jim Simcock (KTM); 5. Roger Billharz (KTM).
OPEN B: 1. John Brown (KTM); 2. Jim Walsh (Suz); 3. Joe Scarfi (KTM); 4. Steve Sheppard (KTM); 5. Nathan Hubbard (Hon).
OPEN C: 1. Brian Sadotti; 2. S. Nallis; 3. Frank Catucci.
VET A: 1. Mark White (Suz); 2. Russell Bain (Hon); 3. Raymond Scott; 4. Lance Longo (Suz); 5. Ken Held (Yam).
VET B: 1. Ron Bertrand; 2. Martin Grill, 3. Dave Dzenutis; 4. Craig Pratt; 5. Art Randolph.
VET C: 1. Bill Kelly; 2. Robert Knudsen (Hon); 3. Mike Ferguson (Hon); 4. Mike Litwin (Kaw); 5. Tom Keaney.
SR A: 1. Steve Kanya; 2. John Dunn.
SR B: 1. Chris Fahan; 2. David Kanney (Yam); 3. Larry Piers; 4. Robert Young; 5. Robert Foster.
SR C: 1. Jeff Carson (Suz); 2. Paul Phelps (KTM); 3. Charles Kennedy (Suz); 4. Mike Jaruhewisk (Yam); 5. Chris Arpine (KTM).
S/SR: 1. David Verdetto.
4-STRK B: 1. Austin Jalbert; 2. William Reiss; 3. Thomas Simeon; 4. Woody Carpenter.
4-STRK C: 1. James Price (Hon); 2. J.J. Sullivan (Hon); 3. Anthony Renicker; 4. Gerry Patterson (Yam); 5. Louis Pelella (KTM).
WMN: 1. Heidi Landon (Kaw); 2. Dawn Silvia (Kaw); 3. Jen Krause (Kaw); 4. Dawn Shayer (Hon).

Langin steals SoCal XR Motocross finale

By Rock Wood

TEMECULA, CA, NOV. 2
The third and final round of the SoCal XR Championship Motocross series was a thriller, with XR80 legend Bob Langin taking plenty of hits but coming out a winner in the Pro division. Langin topped number-one plate holder Jimmy Lewis and former World Champion Ray "Spike" Groom at a secret track, whose location is known only to the cultlike network of SoCal XR racers.

In the first Pro moto, FMF/Thousand Oaks Yamaha-backed Langin used all the reserve horsepower he has on tap in his highly modified KXR to squirt into the holeshot position, and stayed clean of the slamming in the first turn. Novice Pro racer Jimmy O'Neal decided he would make up for his lack of skill with aggressive riding, and found the rest of the Pro racers much like Timex watches: They take a licking and keep on ticking. Silverado Concrete-backed Tim Grant came out second and Groom was in third. Slammed to the back of the pack, Lewis was charging quickly to make up positions.

Langin turned on the roost control and steadily pulled away as Grant and Groom swapped positions. Lewis caught up after a melee of passing that left O'Neal by the side of the track, wondering why he was placed in the Pro class. Lewis picked his way past Grant and Groom and set out after Langin, who was long gone. But O'Neal pulled back on the track in front of Langin and held the leader up for a whole lap, allowing Lewis to catch right up.

On the white-flag lap, both Langin and Lewis passed O'Neal and set off for the checkers. Langin was holding his lines until he lost a bit of time in the unrhythm section and tried to hold the inside through the double-doubles. Lewis went wide and cleared the jumps - and Langin - to steal the win due to a typical last-lap bobble by Langin.

In the second moto, the track was a bit soupy, so a good start was important. Grant got the lead, with Langin, Lewis and Groom in tow. Grant pulled a small lead, and Langin was content to stay out of roost's way. Groom got past Lewis and quickly piled himself into the ground for a face full of mud. Spike Racing-backed Groom set off after Langin, and the two riders put pressure on Grant until a real slip-up put Grant on the ground and at the back of the pack. Langin and Groom were in a heated battle; whoever won the moto would win the overall.

With a few laps remaining, Groom slipped by when Langin tipped over. Langin wasn't going to have it and he started riding like it was his own back yard, with smooth and confident lines. They were racing as though there were a big cash payout waiting for the winner - because there was. Groom had the lead, pulled out a bit of time, then fell over in a sloppy turn. Still in the lead, he remounted for the last lap, with Langin applying heavy pressure and looking for the slam opportunity. Lewis caught the lead pack, got excited and threw it away one more time. Just like he was taking lessons from Langin, the master of the last-lap disaster, Groom went wide in a tight turn with his bike sputtering and let Langin slip by for the win.

"I just have to thank everyone who helps me - especially my wife, Linda," a jubilant Langin said after his uncharacteristic last-lap pass for the win. "She's always fighting for me to win."

Lewis, three times on the ground, snagged second overall with a 1-3; Groom's 3-2 earned him third overall and Grant took the fourth spot.

Results

MOD AM: 1. Eric Hjalmarson (Hon); 2. Jeff Blackmore (Hon); 3. Girty Gardner (Kaw).
STK AM: 1. Charlie Muraoka (Hon); 2. Bobby Langin Jr. (Hon); 3. Brad Alrad (Hon); 4. Marco Henrickson (Hon); 5. Craig Mitchell (Hon).
STK EX: 1. Ray Groom (Hon); 2. Kelly Pichel (Hon); 3. Glenn Scott (Hon).
VET: 1. Dave Miller (Kaw); 2. John Killian (Kaw); 3. Sean Persson (Kaw).
PRO: 1. Bob Langin (Kaw); 2. Jimmy Lewis (Hon); 3. Ray Groom (Kaw); 4. Tim Grant (Hon).

Carter and Riddle survive Daniel Boone Motocross

By Susan S. Willian

LONDON, KY, OCT. 26
Mother Nature played havoc with Daniel Boone MX's season finale as Plainfield Cycle Ranch/Prolong's J.R. Carter hung on to win the 80cc (14-15) division.

Carter led from start to finish in moto one of the 80cc (14-15) class, despite the obstacle of weather that had created a nasty predicament on the track. Moto number two saw Carter start from the back of the combined 80cc classes when he was late for the start. Carter started in the last position and picked off riders one by one to finish second in the combined class. He did win his individual class, though. Justin Jones, who finished first in the 80cc Senior class in moto one, won the second moto in front of Carter to lock up his class win.

Kawasaki/Yamaha of Middlesboro-backed Jones was the early leader in the first round of the Supermini action, but Carter recovered to take the moto win, with Jones second. The second moto saw Carter grab the holeshot to pull out a huge lead over his fellow competitors and score the overall win, with Jones settling for another second.

Team Green's Ben Riddle came through turn one with clear track ahead after Joseph Lemaster slid sideways and out of the lead as the first round of the 250cc B class began. With slick track conditions, Riddle slid off the track on the second lap but maintained his front spot with a comfortable lead that he maintained to the checkered flag. Riddle also claimed the second-moto win quite handily to earn the overall win.

In the Unlimited Amateur class, Riddle left the pack by the second lap to snag the win. Riddle was so far ahead of his competitors that he was able to stop and hand his mud-covered goggles to his father on the sidelines. Riddle went 1-1 in the class, earning his second overall win of the day.

Results

50 (4-6): 1. Brandon Large (Cob).
50 (7-8): 1. Matthew Vonlinger (KTM); 2. Luke Vonlinger (KTM); 3. Jonathan Young (KTM).
60 (7-9): 1. Daniel Maxam (Kaw).
60 (10-11): 1. Shane O'Banion (Kaw); 2. Matthew Colston (Kaw).
80 JR: 1. Devon Hedrick (Kaw); 2. James Maxam (Kaw); 3. Shane O'Banion (Suz).
80 SR: 1. Justin Jones (Yam); 2. Robbie Gray (Yam); 3. Ryan Pawley (Kaw); 4. Brandon Durbeck (Kaw); 5. Jared Hall (Hon).
80 (14-15): 1. J.R. Carter (Kaw).
80 D: 1. Jared Whitaker (Hon); 2. Brandon Durbeck (Kaw); 3. Eric Helton (Yam); 4. Matthew Withrow (Hon); 5. Ryan Pawley (Kaw).
125 B: 1. J.T. Smith (Hon); 2. Joseph Lemaster (Hon).
125 C: 1. Travis Skelton (Yam); 2. Nicholas Wolfe (Kaw); 3. Junior Green (Kaw); 4. Shawn Oliver (Suz); 5. Ian Riddle (Kaw).
125 D: 1. Garnett Tuttle (Hon); 2. Stephen Bordes (Kaw); 3. Patrick Moloney (Kaw); 4. Nick Schlafer (Suz); 5. Michael Staples (Hon).
250 A: 1 .Daniel Nelson (Hon).
250 B: 1. Ben Riddle (Kaw); 2. Kevin Black (Kaw).
250 C: 1 . Matt Slone (Hon).
250 D: 1. Mark Durbeck (Hon); 2. George Pawley (Kaw); 3. Nicholas Mican (Yam).
SCHBY: 1. Dustin Walker (Yam); 2. Nicholas Wolfe (Kaw); 3. Michael Campbell (Hon); 4. J.R. Carter (Hon); 5. Shawn Oliver (Suz).
U/L AM: 1. Ben Riddle (Kaw); 2. J.T. Smith (Hon); 3. Joseph Lemaster (Hon); 4. Brian Bourne (Kaw).
U/L C/D: 1. Travis Shelton (Yarn); 2. Brad Casada (Hon); 3. Garnett Tuttle (Hon); 4. Mickey Beahl (Suz); 5. Matt Slone (Hon).
30+ B: 1. Rick Barr (Hon); 2. Anthony Carter (KTM); 3. James Maxam (KTM); 4. Gene Campbell.
30+ C: 1. Gary Craven (Hon).
35+: 1. Rick Barr (Hon).
40+: 1. James Green (Kaw); 2. Charles Kinison; 3. Gene Campbell (Hon); 4. Joe Colston (Kaw); 5. Harry Bailey (Yam).

Woods wins '97 Ladies World Cup MX

By Debbie Matthews

RADIUM, BRITISH COLUMBIA, CANADA, OCT. 5
Dee Wood won the AMA/CMA/FIM-sanctioned Ladies World Cup of Motocross, held in the Canadian Rockies. After four days of heavy rain and 12-degree weather, riders were rewarded with a world-class track located under a sea of mud reminiscent of the 1997 Hi-Point National MX.

Nikki Harris took the holeshot in moto one, with three-time Ladies' World Cup Champion Wood, Canadian Champion Candice English and 1997 AMA Women's National Motocross Champion Traci Fleming flanking her through turn one. English took a spectacular spill over the doubles, bouncing onto the track and shooting the bike and her body into orbit. Fleming cut hard to the inside, slightly outjumping Harris and Wood. Wood elbowed her way even with both riders, only to have Fleming slam the door on Harris and pinch off Wood in the process. A slight bobble by Fleming while exiting a turn put Harris back up front by a hair as they raced side by side up the hill.

With the fire of the two champions licking at her boots, Harris crested the hill first, but Fleming and Wood both outbraked Harris at the bottom, bumping her to third. Wood pulled alongside Fleming in the whoops but bobbled in the slippery section, allowing Harris to capitalize and move back into second. Fleming inched out a small but less-than-comfortable lead as Wood and Harris continued to scrap for second. English held fourth place, followed by a tight battle between Tiffany Reed, Crystal Pursan and Tara Smith.

As the battle between Harris and Wood reached epic proportions, Fleming extended her lead to over eight seconds. Wood bullied her way past Harris and cut Fleming's lead to just six seconds. On the last lap, Wood slipped and fell, and Harris was all over Wood like a pit bull attached to its prey. Harris drove to the inside of the whoops, while Wood grabbed a handful of throttle and rocketed to the outside. Both riders held it wide open up the hill, with Wood railing the outside to secure second over Harris.

Fleming crossed the finish line in first with her fists held high in the air, celebrating her first-moto victory over rivals Wood and Harris. Fourth went to English, followed by Reed, Purson, Gallo, Matechuk and Smith.

In the second moto, Wood flew into turn one with Fleming and Harris close enough to read her frame numbers. Fleming struck quickly, though, pinching out Wood exiting the double doubles. Fleming, Wood and Harris raced three abreast as they approached the uphill. Wood pulled alongside Fleming, throttling her way into first. Fleming could do little with Wood, but had her hands full with Harris. Harris and Fleming hammered on each other the entire moto, while Wood pulled out about an eight-second gap to pad her lead. Fourteen-year-old sensation Reed was on fire in fourth and closed to within less than a straightaway behind the battle for second. Unfortunately for Reed, her bike hit a false neutral while negotiating a double, augering her into the face of the second jump. Reed remounted slowly in obvious pain and valiantly set out after the pack.

As the flag flew, the intense battle between Fleming and Harris had carried them to within three seconds of the leader, Wood. Fleming held a sliver of a lead as they approached the hills for

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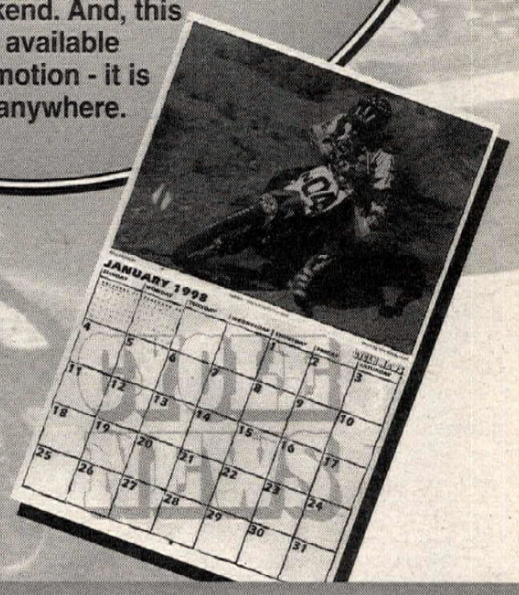

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Brett Flory (86B) took first overall in the Over 30 Beginner class at round three of the third annual Octoberfest Series, in Hollister, California.

the last time, with the two riders bumping all the way. Harris pushed to the inside of Fleming. Fleming retaliated immediately, but Harris got a better drive to take the position at the checkers. English crossed the line in fourth, while Reed recovered for fifth over Purson, Gallo, Smith and Matechuk.

Results

AM: 1. Shannon Kaltenbrunes; 2. Laurie Delage; 3. Amy Leissengang; 4. Camille Baker; 5. Renee Turner.

PRO: 1. Dee Wood (Kaw); 2. Traci Fleming (Hon); 3. Nikki Harris (Hon); 4. Candice English (Suz), 5. Tiffany Reed (Suz).

Flory fast at AMP Motocross

By Jim Enos

HOLLISTER, CA, NOV. 9

Brett Flory snagged the overall win in the Over 30 Beginner class with a 1-2 at round three of the third annual Merced Powersports/MSR Octoberfest Motocross Series, presented by AMP Motocross. Once again, the scene was the Hollister Grand Prix track, and the more than 230 riders were spared muddy conditions thanks to a cool but rainless day.

Seventeen anxious Over 30 Beginner riders lined up for the start of moto one and, with two rounds completed, points leader Jonathan Chapman and the rest of the field headed for the first turn. The holeshot went to Suzuki-mounted Vince Rondas, followed closely by Mark Rose, Ray Keenom, Flory and Chapman. Rondas slowly faded, as did Keenom and Chapman, and Rose and Flory quickly found themselves in first and second, respectively.

At the top of Horseshoe Hill, Flory began challenging Rose for the lead and, in an off-camber hairpin turn, Flory made his move to take over the lead. Flory quickly opened up a sizable gap and left the rest of the pack behind. By the end of lap two, Flory held the lead, followed by Rose, a quick-charging Scott Schultz, Brent Bispo and Rondas. However, Schultz quickly got company from Kawasaki-mounted Chris Stille, who was blazing through the field. Stille found himself in fourth after a clean pass over a tabletop jump. Rose and Bispo swapped positions several times, with Rose getting the better end of the deal at the checkered flag. The finishing order was Flory followed by Rose, Bispo, Stille and Schultz.

After a start that was red-flagged for unknown reasons, moto two got under way and Flory was the first one into the sweeping right-handed turn. Giving chase were Rondas, Schultz, Phil Haupt and Rose. Once again, Flory made a quick getaway and left the tight pack behind him. Back in the field, Stille made quick work of the field and moved himself up to second place by the end of lap two. Rose, back in fifth place, got out of shape at the top of the Gravity Cavity and went down, possibly due to the pressure put on him by Bispo, who, after getting a midpack start, had worked his way up quickly.

Bispo hit the afterburners as he made a pass on both Stille and Flory on lap three to take over the lead. Flory appeared content to take second, but Stille must have had different plans as he began reeling in Flory. Stille ran out of laps, however, and Bispo took the win, with Flory squeaking out second place and the overall win, followed by Stille, Schultz and Haupt.

Results

50 STK BEG: 1. Chris Gilbert (Yam); 2. Michael Conway Mees (Yam); 3. Ryan Bowen (Yam); 4. Preston Mull (Yam); 5. Dillon Perales (Yam).

50 STK NOV: 1. Shawn Murphy (Yam); 2. Steven Sand (Yam).

50 STK+ BEG: 1: Garrett Adams (KTM); 2. Eric Poth (Cob); 3. Ryan Martin (KTM); 4. Matthew Kent (Act); 5. Cody Jackson (KTM).

50 STK NOV: 1. Matthew Williams (Lem); 2. Brandon Reyna (Cob); 3. Jason Pirolo (Lem).

60 BEG (0-8): 1. Kurtis Batey (Kaw); 2. Greg Fouts (Kaw); 3. Nathan Hollister (Kaw); 4. Marcus Bradshaw (Kaw).

60 BEG (9-11): 1. Kyle Kent (Kaw); 2. Zack Ham (Kaw); 3. Andrew Waltermire (Kaw).

60 NOV (0-8): 1. Casey Hinson (Kaw); 2. Kyle Bergantz (Kaw).

60 NOV (9-11): 1. Jarrod Mertens (Kaw); 2. Charlie Morrison (Kaw); 3. Kyle Parino (Kaw).

60 INT (9-11): 1. Daniel Sani (Kaw).

80 BEG: 1. Aaron Casados (Hon); 2. Jared Morrison (Kaw); 3. Eric Stoke (Suz); 4. Matthew Fernandez (Yam); 5. Casey Hinson (Suz).

80 NOV: 1. Daniel Sani (Kaw); 2. Aaron Bergantz (Kaw); 3. Cory McDaniel (Yam); 4. Brett Markarian (Yam).

80 INT: 1. Ryan Morais (Yam); 2. David Boothe (Hon); 3. Steve Mertens (Yam); 4. Robert Harold (Yam).

125 BEG: 1. Skip Norman (Yam); 2. Billy Jurevich (Yam); 3. Josh Hoyt (Hon); 4. Christopher Loredo (Yam); 5. Dennis James (Yam).

125 NOV: 1. David Klingenbeck (Yam); 2. Aaron Mason (Suz); 3. Bobby Garcia (Suz); 4. Doug Schmid (Hon); 5. Dylan Vicha (Yam).

125 INT: 1. Nick McBride (Hon); 2. Craig Truglio (Kaw); 3. Rich Stephens (Yam); 4. Danny Smith (Yam); 5. Turbo Reif (Hon).

125 PRO: 1. Aaron Cheselske (Kaw); 2. Nathan Woods (Yam).

250 BEG: 1. Rick Gonzales (Yam); 2. Steve Snyder (Kaw); 3. Ryan Shouse (Yam); 4. Nick Thorn (Kaw); 5. Greg Barbin (Kaw).

250 NOV: 1. Randy Norman (Yam); 2. Doug Schmid (Hon); 3. Justin Spugasci (Hon); 4. Todd Espicha (Yam), 5. Tony Jaime (Yam).

250 INT: 1. Craig Truglio (Kaw); 2. Travis Marks (Yam); 3. Cory Morais (Yam); 4. Brian Toline (Suz); 5, Turbo Reif (Hon).

250 PRO: 1. Eric Sandstrom (Suz); 2. Seth Young (Kaw).

25+ BEG: 1. Mike Mraz (Hon); 2. Dave Blaylock (Yam); 3. Randy Tufts (Yam).

25+ NOV: 1. Tony Jaime (Yam); 2. Todd Espicha (Yam); 3. Mark Verhougstraete (Suz).

25+ INT: 1. Judd Houck (Kaw); 2. Rick Mattos (Yam).

25+ PRO: 1. Eric Sandstrom (Suz).

30+ BEG: 1. Brett Flory (Suz); 2. Brent Bispo (Kaw); 3. Chris Stille (Kaw); 4. Scott Schultz (Hon); 5. Phil Haupt (Suz).

30+ NOV: 1. Dan DeNuzzo (Hon); 2. Dave West (Hus); 3. Danny Evans (Yam); 4. Tim Pilg (Yam); 5. Mike Foulds (Suz).

30+ INT: 1. Jeff Molina (Kaw); 2. Dave Lundin (Kaw).

35+ BEG: 1. Mel Hinshaw (Hon); 2. Rick Cervantes (Hon); 3. Chris Ladd (Hon); 4. Jim Enos (Suz); 5. Pat Kelly (Kaw).

35+ NOV: 1. John Traverse (Yam); 2. Bob Warren (Hon); 3. Tony Shipman (Kaw); 4. William Carlson (Kaw); 5. Philip Holmes (Hon).

35+ INT: 1. Alan Loredo (Hon).

40+ BEG: 1. Bill Carnes (Yam); 2. Nick McKinnon (Yam); 3. Curt Dubach (Hon); 4. Bob Kosovilka (Kaw); 5. David McCandless (Hon).

40+ NOV: 1. John Traverso (Yam); 2. Steve Allen (Kaw); 3. Tim Donaldson (Kaw); 4. Moe Harwell (Yam) 5. Bobby Lynch (Yam).

40+ INT/MSTR: 1. Terry Huffer (Yam); 2. Jim Dallara (Hon); 3. Joseph Gonzales (KTM).

U/L BEG/NOV: 1. Mike Hunter (Suz); 2. Dylan Viche (Yam); 3. Billy Jurevich (Yam); 4. Mark Verhougstraete (Suz); 5. Bobby Garcia (Suz).

U/L INT/PRO: 1. Danny Smith (Yam); 2. Cory Morais (Yam); 3. Eric Sandstrom (Yam); 4. Pete Kasten (Hon).

La Rocco guests at Super Motorcross Series Banquet

By Larry Witmer

BUCHANAN, IN, OCT. 18

The Super Series awards banquet was held the night before the Grass Race at Red Bud, with more than 200 riders and families in attendance. It was a great time for all, as many door prizes were given away throughout the evening.

Red Bud brought in a very special guest - Mike LaRocco - to hand out the trophies and cool-looking sweaters to the younger class winners. LaRocco took time out of his busy schedule to greet and congratulate the Auto and Mini riders. LaRocco had the prize goody bag stuffed with a Malcolm Smith race jersey with his name, number and autograph on the back.

The night was for the riders who competed at Red Bud and Dutch Sport Park, and there was a very lucky rider who won the Classic V Nose-Trailer. All it took was to be present and compete at one of the participating tracks.

Brian Schuiteman from Rockford, Michigan, had the luck of the evening: His name was drawn as the winner of the beautiful Classic 6-ft. x 10-ft. enclosed trailer. "I have raced here at Red Bud and Dutch just about every race," said the 80cc C-class racer. "I think we missed maybe two races all year. I would like to thank Classic Trailers for this, and boy, am I excited."

High-point awards went to James Taylor in the Mini division and Larry Witmer in the big-bike classes. Just think about the laps these three riders put in just to win the high-point honors!

Results

AUTO (4-6): 1. Thomas Fisher; 2. Chance Dell; 3. Brian Mercer; 4. A.J. Alleshouse.

AUTO (7-8): 1. Matt Sparks; 2. Cody Davis; 3. Brett Wagner; 4. Andy Jennings.

AUTO S/STK: 1. Zachary Hays; 2. Jared Hays; 3. Steve Laughlin; 4. (TIE) Bobby Dabicci/Tyler Bedwell.

60: 1. Matt Haag; 2. Bo Partin; 3. Brett Wagner; 4. Adam Cole; 5. Matt Walsworth.

80 (7-11): 1. Bo Partin; 2. Robbie Conklin; 3. Travis Sewell; 4. Tony Weber.

80 (12-15): 1. Jeremy Pastor; 2. Nicholas Vaughn; 3. Zackary Beeke; 4. Cory Paulsell.

80 C: 1. James Taylor; 2. Brian Schuiteman; 3. Kasey Turley; 4. Chad Brackett.

125 (12-15): 1. Jason Vienot; 2. Michael Ely; 3. Jeremiah Badgley; 4. Anthony Hunt.

16-24: 1. Wes Scott; 2. Russ Dombrowski; 3. Paul Ransier; 4. Greg Foster.

125 A: 1. Doug Findley; 2. Jay Wagner; 3. Kelly Smith; 4. Nathan Miller.

125 B: 1. Matt Myers; 2. Ryan Dewey; 3. Michael Ely; 4. Chris Galloway; 5. Darick Stevens.

125 C: 1. Russ Ely; 2. Chris Owen; 3. Gary Doorlag; 4. Anthony Milks; 5. Keegan Myers.

250 A: 1. Darren Borcherding; 2. Jason Vienot; 3. Mike Hansma; 4. Bogdan Skornog.

250 B: 1. Matt Myers; 2. Wes Scott; 3. Bill Flora; 4. Rodd Nelson.

250 C: 1. Jason MacLaren; 2. Bruce Sneller; 3. Greg Foster; 4. Denny Farmer; 5. Benjamin Rebey.

25+: 1. Darren Borcherding; 2. Todd Flickenger; 3. Jay Wagner; 4. (TIE) Duane Anderson/Mike Hansma.

30+: 1. Larry Witmer; 2. Todd Flickenger; 3. Bobby Wagner; 4. Victor Edgar.

35+: 1. Larry Witmer; 2. Rick Walsworth.

40+: 1. Larry Witmer; 2. Tom Cole.

NON-CUR: 1. Joel Mitchell.

H-PT: Larry Witmer.

H-PT MINI: James Taylor.

Scully consistent at Barona Oaks MX

By Homer Eubanks

RAMONA, CA, NOV. 9

Peter Scully couldn't put it together to win a moto, but consistency paid off as he won the 125cc Novice Modified division at Barona Oaks Raceway. The season is winding down at Barona Oaks Raceway, but the motocross action is at an all-time high. A year-long effort for most is boiling down to the final three races of the season as they attempt to capture a class championship - and for many, consistency has been a major factor.

Scully saw Larry Sutton take off in round one to grab the lead and finish an eventual third, behind Greg Chimits. In the second moto, Daniel Soundergaard crossed the finish line first, with Scully trailing. Scully had taken the lead twice in the moto, but Soundergaard was able to outmaneuver Scully for the moto win. Scully's 3-2 gave him the overall win.

Billy Laninovich won the first Supermini moto, then came up short in the second moto as a last-turn pass attempt failed, giving the overall to Jesse Casillas. Ross Garcia finished third on the day with a 3-3.

The Casillas/Laninovich battle got reversed in the 80cc Intermediate class. Casillas won the first moto, then came back to trail Laninovich across in the second. Casillas had taken the holeshot and led most of the race, but the hard-charging Laninovich held on in the whoops to take the lead just before the white flag. Daton Beavers earned third with his 4-3 effort.

Ryan Beat proved unstoppable in both the 60 and 80cc Stock (9-11) classes, with repeat wins in both. Shaun Connelly had a second in the first 80cc moto, but stuck a piston early in the second. This brought Justin Noble up into second and he earned second overall with 4-2 finishes.

In the Over 40 B division, Rick Cheshire won the first moto over Daniel Smith, with Walter Porter trailing. In the second moto, Cheshire got the holeshot, but Smith put an inside move on him midway to steal the overall win.

Michael Hall took the Pee Wee Stock (0-6) division after placing second to Christopher Lounsbury in the first moto. Hall dominated the second moto, and Steven Lewis edged out Lounsbury for second. Lounsbury's 1-3 effort earned him second for the day, however.

Results

INTRO TO MX: 1. Scott Prentiss (Hon); 2. Brett Bauer (Kaw); 3. Justin Hornsby (Hon); 4. Mike Capito (Kaw); 5. Michael Gomez (Yam).

P/W F/T: 1. B.J. Hart (Lem); 2. Deyan Young (Hon); 3. Dylon Schmoke (Yam); 4. Kristopher Chambers (KTM); 5. Zachery Peddie (KTM).

P/W STK (0-6): 1. Michael Hall (KTM); 2. Christopher Lounsbury (KTM); 3. Steven Lewis (KTM); 4. Dakota Garner (KTM).

P/W STK (7-8): 1. Steven Cerda (KTM); 2. Bradley Baquial (KTM); 3. Clayton Murillo (Cob); 4. Justin Morgan (Cob).

JR 60 BEG: 1. Bradley Baquial (Kaw); 2. Nolan Shultz (Kaw); 3. Jimmie Kelley (Kaw); 4. Cory Branch (Kaw); 5. Matthew Nielson (Kaw).

JR STK (9-11): 1. Ryan Beat (Kaw); 2. Ivan Shultz (Kaw), 3. Cas Swift (Kaw); 4. Brad Masters (Kaw).

JR 60 OPEN: 1. Chase Takacs (Kaw); 2. Zachary Johnson (Kaw); 3. Kyle Spaulding (Kaw); 4. Alberto Heredia (Kaw).

80 BEG: 1. Bobby Romero (Kaw); 2. Ryan Landstrom (Yam); 3. Matt Stavron (Yam); 4. Brandon McDonald (Yam); 5. Javier Rodriguez (Suz).

80 STK (9-11): 1. Ryan Beat (Kaw): 2. Justin Noble (Kaw); 3. Marc Abernathy (Hon); 4. Tyler Keefe (Kaw); 5. Tristan Kallas (Hon).

80 MOD (9-11): 1. Anthony Charette (Yam).

80 NOV: 1. Josh Navarro (Kaw); 2. Donnie Gritton (Kaw); 3. Vito Casillas (Yam); 4. Nick Tyree (Yam); 5. Shaun Connelly (Suz).

80 INT: 1. Billy Laninovich (Yam); 2. Jesse Casillas (Yam); 3. Daton Beavers (Kaw); 4. Dustin Watson (Suz).

80 EX: 1. Ross Garcia (Yam).

S/MINI: 1. Jesse Casillas (Yam); 2. Billy Laninovich (Yam); 3. Ross Garcia (Yam); 4. Daton Beavers (Kaw); 5. Donnie Gritton (Kaw).

125 BEG: 1. Billy Amone (Hon); 2. Peter Leo (Suz); 3. Andy Evans (Kaw); 4. Ryan Roberts (Suz); 5. Kyle DeQuillettes (Yam).

125 NOV MOD: 1. Peter Scully (Yam); 2. Larry Sutton (Hon); 3. Josh Tupa (Yam); 4. David Fox (Yam); 5. Daniel Soundergaard (TM).

125 INT: 1. Ronnie Loftin (Yam); 2. Wilson Nichols (Hon); 3. Manny Arias (Hon).

125 (16-25): 1. Travis Frink (Kaw); 2. Daniel Soundergaard (TM).

125 PRO: 1. Dustin Nelson (Yam).

250 BEG: 1. Jason Kamp (Hon); 2. Steve Parker (Yam).

250 NOV: 1. Carl Chase (Yam); 2. Larry Sutton (Yam); 3. Lance Castiglione (Suz); 4. John Mesa (Kaw).

250 INT: 1. Daniel Nichols (Kaw).

250 PRO: 1. Dustin Nelson (Yam); 2. Jeff Tilton (Yam); 3. Tyler King (Yam).

O/P A (26-34): 1. Don Connelly (Suz); 2. Chris Swift (Suz); 3. Brian Miller (Yam).

O/P B (26-29): 1. Daniel Brown (Hon); 2. Charlie Skeriecz (Kaw); 3. Mickey Rogers (Hon); 4. Larry Widener (Kaw).

O/P B (30-34): 1. Vic Walker (Hon); 2. Frank Aragaki (Kaw); 3. Ken Lurcook (Suz); 4. Rob Mendenhall (Kaw).

O/P B (35-39): 1. T.C. Brinegar (Hon), 2. Les Abernathy (Kaw); 3. Jeff Pallulat (Yam); 4. Kevin Barret (Kaw); 5. Tim Gillard (Hon).

O/P (40+): 1. Daniel Smith (Hon); 2. Rick Cheshire (Yam); 3. Walter Porter (Suz).

Goertz, Hohman take charge at Zars Ranch HS

By Lynn Bailey

FLORESVILLE, TX, NOV. 9

KTM rider Clifford Goertz stormed off with a decisive AA-class victory at the third round of the 1998 AMA Texas Championship Hare Scramble Series. Due to dry conditions, a good start was critical - and that is precisely what Goertz utilized to his advantage as he made an early break from the pack and rode flawlessly to a convincing margin of victory over Bert Reynolds and Steven Rathmann.

The Dirt Bikers of San Antonio Club reminded the 200 entrants what woods racing is all about by laying out a demanding 7.5-mile course that was filled with miles of technical trail sections, double jumps, uphills and a treacherous downhill that, if not respected, would punish the rider with a swim in the cold waters of the San Antonio River.

After a mediocre start, Honda-mounted Patrick Hohman wedged through the Expert A pack on his way to the Overall A victory. The dust did not seem to bother Hohman as he quickly broke free from the lead group and found himself literally bumping the rear wheel of the lead AA rider - Goertz.

"Today was just my day," Hohman said. "About halfway through, I started catching the AA guys and got pumped up. When I caught up to Goertz in the lead, I felt cocky and bumped his rear wheel. One time I pulled in too close and he put a brake check on me in a bad spot between two mounds of dirt, and I fell over. That was the last time I saw him."

Finishing a distant second overall to Hohman was Randall Caldwell, who held on to finish just ahead of defending class champion Lynn Bailey.

In the race for the Overall B honors, Darren Porter staged an early battle with Allen Harmon and Michael Ursin but eventually pulled away to win by more than a minute. Back in the Four-Stroke B class, a nearly successful come-from-behind effort by Lee Jordan was denied by Brad Burnie. In a two-hour skirmish that saw Jordan claim the lead going through the scoring barrels into the final lap, Burnie thundered back into the lead for a mere eight-second advantage at the checkered flag.

The Overall C trophy was claimed by Suzuki rider Lon Plumpton, who rode hard to narrowly edge Zachary Davis on adjusted time. The best story came from the ultracompetitive Open C class as the white flag came out, regarding an intense three-way battle between Davis, Lacy Thompson and Gary Verlinden. Thompson had her fate sealed when an unidentified spectator with good intentions pointed out a line on the sand track; it was a bad line that caused her to cross-rut in the deep sand and hit the ground. Davis and Verlinden went on to claim first and second, respectively, while Thompson recovered for a well-earned third.

Results

AA: 1. Clifford Goertz (KTM); 2. Bert Reynolds (Kaw); 3. Steven Rathmann (Kaw).

O/A A: Patrick Hohman (Hon).

O/A B: Darren Porter (Kaw).

O/A C: Lon Plumpton (Suz).

A EX: 1. Randall Caldwell (Hon); 2. Lynn Bailey (Hon); 3. Manny Garza (Hon); 4. Brian Holmes (Kaw); 5, Craig Chedsey (Hon).

OPEN A: 1. Drew Dunbar (KTM); 2. Tracy Terrell (KTM); 3. Jarrod Goertz (Hon); 4. Michael Spohn (Suz).

OPEN B: 1. Terry Deck (Kaw); 2. Justin Goertz (Yam); 3. Greg Nicholson (Yam); 4. Charlie Marshall (Kaw); 5. Billy Chedsey (Hon).

OPEN C: 1. Zachary Davis (Kaw); 2. Gary Verlinden (Suz); 3. Lacy Thompson (Hon); 4. Josh Bailey (KTM); 5. Kenyon Courtney (Hon).

50: 1. Ryan Clark (Yam); 2. Derek Osborn (KTM); 3. James Bethel III (Hon); 4. Jamie Whitmire (Suz); 5. Chad Goertz (KTM).

60: 1. Martin Howell (Kaw); 2. Zack Smith (Kaw); 3. Chris Jesperson (Kaw); 4. Austin Jones (Kaw); 5. Eric Perry (Yam).

80: 1. Nick Abbott (Hon); 2. Jason Jones (Suz).

200 A: 1. Brian Canion (KTM); 2. Shane Shimabukuro (Kaw); 3. Tom Senesac (Hon); 4. Matt Landrum (Kaw).

200 B: 1. Brian Cecil (Kaw); 2. Travis Villarreal (Kaw); 3. Brent Jones (Kaw); 4. Greg Lener (Hon).

200 C: 1. Mike Ingle (Kaw); 2. Mike Davies (Yam); 3. Louie Paganucci (Kaw); 4. Jeffery Kaiser (Kaw); 5. Jeff Hardin (Kaw).

JR: 1. Michael Carlton (Hon); 2. David Howell (Kaw); 3. John Wade (Suz); 4. Trey Chote (Kaw); 5. David Turnage (Kaw).

30+ A: 1. Joey Hardin (Kaw); 2. Chris Wicker (Yam); 3. Brad Thompson (Hon); 4. Billy Dasinger (Hon); 5. Andy Wright (Hon).

30+ B: 1. Allen Harmon (Hon); 2. Michael Ursin (KTM); 3. Darrell Conner (Hon); 4. Ace Burt (Kaw); 5. Greg Schaefer (KTM).

30+ C: 1. James Rathmann (Kaw); 2. Tony Costanzi (Kaw); 3. John Deprato (Yam); 4. Brad Kendrick (Kaw); 5. Ross Smith (Kaw).

40+ A: 1. Rick Pitman (Hon); 2. Matt MacWilliams (Yam); 3. Eddie Gillis (Hon); 4. Dan Aitken (Yam).

40+ B: 1. Darrell Skogman (Kaw); 2. Douglas Kaiser (KTM); 3. Brian Graver (Suz); 4. Paul Mizar (Hon); 5. Hugh Howell (Kaw).

40+ C: 1. Mark Roegner (KTM); 2. John Welch (KTM); 3. Gary Rys (Suz); 4. Mike Prokop Sr. (Hon); 5. Kevin Monohan (Hon).

50+ A: 1. Bobby Reynolds (KTM); 2. Chuck Hornsby (Yam); 3. Harley Huggins (Kaw); 4. Herb Fish (Kaw); 5. Charles Pritchett (Kaw).

4-STRK A: 1. John Meskey (Hon); 2. Glen Germer (Hon); 3. Paul Short (Hon); 4. Jerry Sparrow (Hon); 5. Robert Mondshine (Hon).

4-STRK B: 1. Brad Burnie (Hon); 2. Lee Jordan (Hon); 3. John Carlton (Hon); 4. Tom Bailey (Hon); 5. Jeff Davis (KTM).

SPTSMN: 1. Jeff Wilson (Yam); 2. Rod Kelley (Hon); 3. Don Murphy (Hon); 4. Jeff O'Leary (Hon); 5. Shawn Lindemann (KTM).

WMN: 1. Lorena Hancock (KTM); 2. Myra Blair (Kaw); 3, Carol Jones (Hon); 4. Danielle Lindemann (Hon); 5. Kim Carlton (Kaw).

Zahrt lands win at Edwards Motocross

By Greg Robertson

EDWARDS A.F.B., CA, NOV. 9

Edwards Air Force Base played host to round three of California Racing Club's annual Sponsorship Series, and Jon Zahrt split moto wins with Chris Neitzel for the 250cc Intermediate-class overall honors. As usual, the Desert Wheels MC did an awesome job of prepping the long, sandy track, and with the usual desert winds failing to materialize, it made for a day of perfect racing.

Neitzel led the pack out of the tight, right-handed first turn as moto one began, but was quickly passed by Todd Campbell. Neitzel followed Campbell for half a lap before sailing back into the lead off an uphill jump. Zahrt was running a close third and put the move on Campbell for second place in the following corner. Zahrt hounded Neitzel for a couple of laps before Neitzel forced him over the backside of a big berm. A fired-up Zahrt reeled Neitzel back in and retook the lead with a lap remaining. Neitzel tried an inside line on Zahrt in the last turn, only to go down in the sand. Campbell and Jason Wood roosted around Neitzel to finish second and third, respectively, before he could get restarted and cover the final 100 feet to the checkers in fourth.

Neitzel jumped out to the early second-moto lead over Chris Honnold and Zahrt. Zahrt passed Honnold, then chased down Neitzel and took the lead - only to tip over in a tricky corner and let Neitzel run out front again. Neitzel ended up the moto winner, but the Sinisalo/Z-Tech/FMF-backed Zahrt was awarded the overall win with his 1-2 finishes. Campbell fought back from a 10th-place start to finish fourth behind Adam Cini and wrap up third overall.

Christopher Gosselaar easily won the 125cc Intermediate class. In fact, for most of both motos, Gosselaar was dicing with the 125cc Pros, well ahead of his competition. Tyson Taylor went 3-2 for second, with Ryan Orr's 4-5 beating the 6-4 of Travis Smith for third in the standings.

When the sand stopped flying in the 125cc Novice class, it was the consistent 3-2 finishes of Eric Anderson that earned him the win. First-moto winner Michael Meadows could only manage a sixth-place finish after a bad start in round two to claim third overall behind the 2-3 rides of Brandon Milstead. Devin Seeger was untouchable for the second-moto win, but a 13th in moto one dropped the KX125 rider to sixth overall.

Results

P/W BEG: 1. Jamie Dickson (KTM); 2. Jake Morrow (KTM); 3. Marcus Carrillo (Lem); 4. Evan Gambetta (KTM); 5. Robert Jordan (Lem).

P/W YAM: 1. Mikey Garcia (Yam); 2. Brandon Doll (Yam); 3. Richard Romero (Yam); 4. Chris Bell (Yam); 5. Jamison Jorden (Yam).

S/STK (4-6): 1. Jacob Buelna (Lem); 2. Xavier Arrey (KTM); 3. Brandon Doll (KTM).

S/STK (7-9): 1. Ken Slater (Cob); 2. Nicholas Evans (KTM); 3. Logan Russell (KTM); 4. Tayler Lacy (Act).

60 BEG: 1. Jimmy Williams (Kaw); 2. Sean Kranyak (Kaw); 3. Tanner Alexander (Kaw); 4. Justin Mulford (Kaw); 5. Tyler McComb (Kaw).

60 (0-8): 1. Travis Christensen (Kaw); 2. Drew Gosselaar (Kaw); 3. Jonathan Arana (Kaw); 4. Steven Hall (Kaw); 5. Wesley Parish (Kaw).

60 (9-11): 1. Ryan Roybal (Kaw); 2. Cody Sandefer (Kaw); 3. Randall Hall (Kaw).

80 BEG: 1. Brian Melsheimer (Yam); 2. Mike Epstein (Hon); 3. Andrew Pitrie (Kaw); 4. Chris Epper (Yam); 5. C.J. Mahon (Suz).

80 (7-11): 1. Vincent Rhoads (Yam); 2. Ryan Roybal (Hon); 3. Dave Carter (Kaw); 4. Oscar Jackson (Suz).

80 (12-13): 1. Scott Howe (Yam); 2. Daryl Ecklund (Yam); 3. Chris Norr (Suz); 4. Caleb Gosselaar (Hon); 5. Jason Medina (Yam).

80 (14-16): 1. Todd Gosselaar (Hon); 2. Mark Valcore (Yam); 3. David Sullins (Yam); 4. Sam Scanlon (Hon); 5. Mike Schuneman (Hon).

B/W: 1. Steven Montgomery (Hon); 2. Dustin Bradley (Kaw).

125 BEG: 1. Jimmy Eberle (Yam); 2. A.J. Stogner (Yam); 3. William Klein (Kaw); 4. Kevin Jennings (Suz); 5. Bobby Schuler (Yam).

125 NOV: 1. Eric Anderson (Kaw); 2. Brandon Milstead (Suz); 3. Michael Meadows (Yam); 4. Ryan Doty (Yam); 5. Jeff Eide (Hon).

125 INT: 1. Christopher Gosselaar (Hon); 2. Tyson Taylor (Hon); 3. Ryan Orr (Yam); 4. Travis Smith (Kaw); 5. Chris Thompson (Suz).

125 PRO: 1. Tim Langdon (Kaw); 2. Espen Blikstad (Yam).

250 BEG: 1. Rick Valenzuela (Yam); 2. Mike Moye (Hon); 3. David Dubois (Hon); 4. Scott Johnson (Hon); 5. Paul Smith (Suz).

250 NOV: 1. Ryan Doty (Kaw); 2. Brandon Milstead (Suz); 3. Tyler Buck (Suz); 4. Mike Marshall (Hon); 5. Jeremy Ferro (Hon).

250 INT: 1. Jon Zahrt (Kaw); 2. Chris Neitzel (Kaw); 3. Todd Campbell (Kaw); 4. Adam Cini (Hon); 5. Mike Gibson (Hon).

250 PRO: 1. Terry Parsons (Hon).

500 PRO: 1. Tim Telford (Hon).

JR VET BEG: 1. Jay Cochran (Hon); 2. Dino Catuagno (Hon); 3. Seth Hoover (Suz); 4. Keith Samson (Yam); 5. Shy Moshe (Suz).

JR VET NOV: 1. William Welchhance (Hon); 2. Bruce Richards (Kaw); 3. Frank Catuagno (Hon); 4. Eric Lathrop (Kaw); 5. Bob Enriguez (Yam).

JR VET INT: 1. Robbie Dunham (Yam); 2. Terry Gastouniotis (Yam); 3. Chuck Kober (Suz); 4. Brad Pietro (Suz); 5. Dennis Urban (Suz).

Jon Crovetti won the Junior Vet Novice class at the second round of the Super Bowl of Motocross Night MX Series, held in Lancaster, California.

VET BEG: 1. Darren Stoffer (Hon); 2. Russ Schuoler (Hon); 3. Ray Ritzler (Kaw); 4. Richard Marshall (Hon); 5. Sean Ireland (Hon).

VET NOV: 1. Steve Moreno (Hon); 2. Jeff Pennington (Hon); 3. Joe Root (Kaw); 4. Rick Jurado (Hon); 5. Darrell Sanders (Yam).

VET INT: 1. Mike Little (Suz); 2. Vince Baioni (Hon); 3. Mike Licitra (Hon); 4. Randy Wilkins (Suz); 5. Jim Parrish (Suz).

VET EX-PRO: 1. Tim Telford (Hon); 2. Jon Zahrt (Kaw).

SR AM: 1. Fred Willis (Kaw); 2. Michael Burnett (Suz).

SR EX: 1. Willie Kennedy (Hon); 2. Edwardo Trippo (Hon).

O/T NOV: 1. Jeff Hawthorne (Suz); 2. Frank Derby (Hon); 3. Larry Kirsch (Hon); 4. Dal Calais (Hon); 5. Fred Kalmick (Kaw).

O/T AM: 1. Oscar Jackson (Suz); 2. Richard Bealer (Yam); 3. Dennis Tooman (Kaw); 4. Neil Melillo (Hon); 5. Keith Chadwick (Hon).

O/T EX: 1. Bob Sherred (Hon); 2. Walter Miles (Hon); 3. George Lazenby (Kaw); 4. Kirk Freeman (Hon); 5. Tom Patton (Yam).

O/T MSTR A: 1. Mark Gambetta (Hon); 2. Willie Kennedy (Hon); 3. Mike Kranyak (Kaw); 4. Karl Allen (Hon).

O/T MSTR B: 1. Randy Schwalenberg (Yam); 2. Frank Mathews (Hon); 3. Mike Chesbro (Hon); 4. Gary Willison (Kaw); 5. Tommy Pearl (Hon).

Herring doubles at Antelope Valley MX

By Tony Alessi

LANCASTER, CA, NOV 8.

Edward Herring used his Bob Hannah-like riding style to romp to a four-moto sweep of the 80cc Novice and 60cc (9-11) divisions during round two of the Super Bowl of Motocross Night Motocross Series held at the Antelope Valley Fairgrounds.

Herring, who recently turned nine years old, had an easy time in the 60cc (9-11) division, though 60cc (0-8) class winner Jeff Alessi was in the hunt for the better part of both motos. Together, they stole the show and cakewalked in their respective divisions, with Herring topping Robert Memoli and Ricky Hemme in the 60cc (9-11) and Alessi topping Chad Gores and Buddi Bruner in the 60cc (6-8).

Herring came back to dominate the first 80cc Novice moto aboard his Pro Circuit/Scott-backed Suzuki in front of hard-charging Daniel Taft on his Race Resumes-backed Suzuki and Jerred "The Jet" Brown.

The second moto saw Herring again out front and setting the pace while, this time, Daniel Taft looked like a contender in second. But a frozen transmission took the wind from his sails on the second lap and opened the door for Brown, who stormed through with authority. Brown reeled in Herring near the midway point of the race, and at one point had made the pass, but a momentary loss in concentration caused the Suzuki speedster to tip over and stall his cycle, dropping out of the top five. Herring was home free and ran unchallenged for the remainder of the race and posted the moto and overall win, while Cory Redenius inherited second in front of Brown in third.

Lloyd Wren won the 80cc Beginner class for the second week running, though he wasn't necessarily the fastest rider on the track. Wren came from off the pace in the first moto and used his tall stature to blaze across the top of the whoop section at warp speed en route to the victory. The second moto saw the Honda of Riley Beckinger get out front, and he never gave in, fending off repeated pass attempts from Wren to record the second-moto win. When the dust settled, Wren's 1-2 finish was enough for the gold, while Cory Baldwin (2-3) and Beckinger (5-1) rounded out the top three.

Chris Gosselaar was once again the top 125cc Intermediate and posted both moto wins in front of Michael Young, who seems to ride a different brand of cycle each week. Andreu Labrador was fast and smooth for third, while Mike Collier and Joel Nelson rounded out the top five. CN

Results

P/W BEG: 1. Chapman Fiene; 2. Daniel Karriger; 3. Jake Morrow; 4. Cody Farrar; 5. Lee Saul.

P/W (0-6) S/STK: 1. Michael Hall; 2. Blake Baggett; 3. Hayden Commans; 4. Alan Jiron; 5. Nic Paluzzi.

P/W (0-6) MOD: 1. Donnie Kearney; 2. Michael Hall; 3. Blake Baggett; 4. Alan Jiron; 5. Hayden Commans.

P/W (7-9) S/STK: 1. Mike Alessi; 2. Buddi Brunner; 3. Brandon Large; 4. Bradley Baquial; 5. Bill Ballestero.

P/W (7-9) MOD: 1. Mike Alessi; 2. Tanner Langham; 3. Chad Gores; 4. Jake Hulett; 5. Mike Meade.

60 BEG: 1. Ryan Lasko; 2. Riley Harper; 3. Roberto Jiron; 4. Blake Robertson; 5. Shana Rhinehart.

60 (0-8): 1. Jeff Alessi; 2. Chad Gores; 3. Buddi Brunner; 4. Tye Hames; 5. Riley Harper.

60 (9-11): 1. Edward Herring; 2. Robert Memoli; 3. Ricky Hemme; 4. Chad Herbert; 5. Gerald Rodriguez.

80 BEG: 1. Lloyd Wren; 2. Cory Baldwin; 3. Riley Backenger; 4. Kevin Williams; 5. Ryan Happy.

80 NOV: 1. Edward Herring; 2. Jarred Browne; 3. Ricky Hemme; 4. Blake Margheim; 5. Cory Redinusi.

80 INT: 1. Joshua Grant; 2. Sean Collier.

80 OPEN: 1. Levi Reid; 2. Chris Tocco; 3. Mike Young; 4. Sean Collier.

125 BEG A: 1. Jeff Black; 2. David McManus; 3. Garrett Stines; 4. Jeremy Ray; 5. Randy Wareberg.

125 BEG B: 1. Tim Weigund; 2. Chris Elliott; 3. Eugene Wheeler; 4. Kurt Nelson; 5. Grant Larson.

125 NOV: 1. Eric Anderson; 2. Brandon Milstead; 3. A.J. Adams; 4. Chris Barrett; 5. Colin Morrison.

125 INT: 1. Christopher Gosselaar; 2. Michael Young; 3. Andreu Labrador; 4. Mike Collier; 5. Joel Nelson.

125 PRO: 1. Casey Lytle; 2. Doug Parsons; Donald Upton; 4. Espen Blikstad; 5. Tim Langdon.

250 BEG: 1. Shane Good; 2. Nick Jerome; 3. Shawn Callahan; 4. Billy McClain; 5. Tony Arndt.

250 NOV: 1. Brandon Milstead; 2. Chris Pederson; 3. Luke Orr; 4. Gary Laurent.

250 INT: 1. Patrick Wade; 2. Brian Shaleen; 3. David Citeek; 4. Adam Cini; 5. David Hopfe.

250 PRO: 1. Donald Upton; 2. Jeff Tilton; 3. Doug Parsons.

JR VET NOV: 1. Jon Crovetti; 2. Brad Dawson.

VET BEG: 1. Tim Damon; 2. Andy Flum.

VET NOV: 1. Rob Edwards.

VET EX: 1. Rick O'Donnell.

PP: 1. Tiffany Smith; 2. Bonnie Kelley; 3. Cassandra Memoli; 4. Crystal Pfoertner.

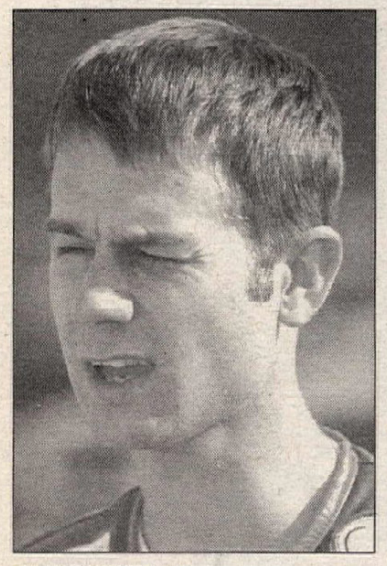
LEADERBOARD

1997 Championship Point Standings

ROAD RACING

FIM 500cc WORLD CHAMPIONSHIP SERIES
(After 15 of 15 rounds)

1. Michael Doohan (Hon), Australia (340/12 wins)
2. Tadayuki Okada (Hon), Japan (197/1 wins)
3. Nobuatsu Aoki (Hon), Japan (179)
4. Alex Criville (Hon), Spain (172/2 wins)
5. Takuma Aoki (Hon), Japan (134)
6. Luca Cadalora (Yam), Italy (129)
7. Norifumi Abe (Yam), Japan (126)
8. Carlos Checa (Hon), Spain (119)
9. Alex Barros, (Hon), Brazil (101)
10. Doriano Romboni (Apr), Italy (88)



JAMIE WHITHAM

FIM 250cc WORLD CHAMPIONSHIP SERIES
(After 15 of 15 rounds)

1. Max Biaggi (Hon), Italy (250/5 wins)
2. Ralf Waldmann (Hon), Germany (248/4 wins)
3. Tetsuya Harada (Apr), Japan (235/3 wins)
4. Olivier Jacque (Hon), France (201/2 wins)
5. Tohru Ukawa (Hon), Japan (173)
6. Loris Capirossi (Apr), Italy (116)
7. Takeshi Tsujimura (Hon), Japan (109)
8. Haruchika Aoki (Hon), Japan (102)
9. Stefano Perugini (Apr), Italy (85)
10. Jeremy McWilliams (Hon), Great Britain (73)

FIM 125cc WORLD CHAMPIONSHIP SERIES
(After 15 of 15 rounds)

1. Valentino Rossi (Apr), Italy (321/11 wins)
2. Noburo Ueda (Hon), Japan (238/4 wins)
3. Tomomi Manako (Hon), Japan (190)
4. Kazuto Sakata (Apr), Japan (179)
5. Masaki Tokudome (Apr), Japan (120)
6. Jorge Martinez (Apr), Spain (119)
7. Garry McCoy (Apr), Australia (109)
8. Roberto Locatelli (Hon), Italy (97)
9. Frederic Petit (Hon), France (83)
   Mirko Giansanti (Hon), Italy (83)

FIM WORLD SUPERBIKE CHAMPIONSHIP SERIES
(After 12 of 12 rounds)

1. John Kocinski (Hon), Modesto, CA (416/9 wins)
2. Carl Fogarty (Duc), Great Britain (358/6 wins)
3. Aaron Slight (Hon), New Zealand (345/3 wins)
4. Akira Yanagawa (Kaw), Japan (247/2 wins)
5. Simon Crafar (Kaw), New Zealand (234)
6. Scott Russell (Yam), Jonesboro, GA (226)
7. Pier-Francesco Chili (Duc), Italy (209/3 wins)
8. Jamie Whitham (Suz), England (140)
9. Neil Hodgson (Duc), Great Britain (137)
10. Piergiorgio Bontempi (Kaw), Italy (118)

AMA/MBNA SUPERBIKE NATIONAL CHAMPIONSHIP SERIES
(After 10 of 10 rounds)

1. Doug Chandler (Kaw), Salinas, CA (304/1 win)
2. Miguel DuHamel (Hon), Canada (292/4 wins)
3. Mat Mladin (Duc), Australia (288/4 wins)
4. Steve Crevier (Hon), Canada (269)
5. Aaron Yates (Suz), Milledgeville, GA (256)
6. Pascal Picotte (Suz), Canada (239)
7. Tom Kipp (Yam), Chardon, OH (213)
8. Larry Pegram (Suz), Baltimore, OH (189)
9. Paul Harrell (Yam), Canyon Country, CA (159)
10. Tripp Nobles (H-D), Macon, GA (151)

AMA/PRO HONDA OILS 600cc SUPERSPORT SERIES
(After 11 of 11 rounds)

1. Miguel DuHamel (Hon), Canada (347/5 wins)
2. Pascal Picotte (Suz), Canada (341/4 wins)
3. Aaron Yates (Suz), Milledgeville, GA (322/2 wins)
4. Steve Crevier (Hon), Canada (279)
5. Jason Pridmore (Suz), Ventura, CA (267)
6. Rich Oliver (Yam), Fresno, CA (218)
7. Tom Kipp (Yam), Chardon, OH (211)
8. Mike Smith (Kaw), Canton, GA (208)
9. Jamie Hacking (Kaw), Spartanburg, SC (204)
10. Larry Pegram (Suz), Baltimore, OH (201)

AMA/TEAMLINE 750cc SUPERSPORT SERIES
(After 10 of 10 rounds)

1. Jason Pridmore (Suz), Ventura, CA (351/8 wins)
2. Ben Bostrom (Hon), Granada Hills, CA (246)
3. Dale Keiffer (Suz), Las Vegas, NV (224)
4. Richard Alexander Jr. (Suz), Carmel, NY (219)
5. Doug Polen (Suz), Denton, TX (219/1 win)
6. Mark Miller (Suz), Long Beach, CA (186)
7. Chris Rankin (Suz), Austin, TX (182)
8. John Jacobbi (Suz), Noblesville, IN (174)
9. Dax Snow (Suz), Las Vegas, NV (170)
10. Rad Greaves (Hon), Ann Arbor, MI (146)

AMA/ELF FUELS 250cc GRAND PRIX CHAMPIONSHIP SERIES
(After 10 of 10 rounds)

1. Rich Oliver (Yam), Fresno, CA (360/10 wins)
2. Bobby Keith (Hon), Redwood City, CA (252)
3. Greg Esser (Yam), Pompano Beach, FL (214)
4. Mark Foster (Yam), San Juan Capistrano, CA (204)
5. Randy Renfrow (Hon), Fredericksburg, VA (201)
6. John France (Hon), Melbourne, FL (190)
7. Matt Wait (Hon), Lodi, CA (166)
8. Leon Cortes (Yam), Costa Rica (160)
9. Al Salaverria (Apr), San Francisco, CA (153)
10. Roland Sands (Yam), Long Beach, CA (151)

AMA/PROGRESSIVE INSURANCE HARLEY-DAVIDSON SUPERTWINS SERIES
(After 11 of 11 rounds)

1. Eric Bostrom, El Segundo, CA (386/10 wins)
2. Dave Estok, Daytona Beach, FL (337)
3. Jake Zemke, Paso Robles, CA (289)
4. Jody Hendley, Mission Viejo, CA (244)
5. Jerry Casciero Jr., Bel Air, MD (212)
6. Nate Wait, Lodi, CA (206/1 win)
7. Jeff Eklund, Pleasanton, CA (166)
8. Jess Roeder, Monroeville, OH (154)
9. Jeffrey Johnson, Minneapolis, MN (152)
10. Lance Jones, Anderson, SC (150)

AMA/PIRELLI FORMULA XTREME SERIES
(After 9 of 9 rounds)

1. Andrew Stroud (Hon), New Zealand (316/7 wins)
2. Doug Toland (Hon), Buena Park, CA (267)
3. Dale Kieffer (Suz), St. George, UT (215)
4. Brian Gibbs (Suz), Stockbridge, GA (165)
5. James Randolph (Suz), Santa Rosa, CA (131)
6. Jimmy Moore (Suz), Eugene, OH (124)
7. Paul Harrell (Yam), Canyon Country, CA (122/1win)
8. Scott Ruehle (Suz), St. Cloud, MN (107)
9. Terry Teske (Suz), Aurora, CO (92)
10. Ben Welch (Suz), San Diego, CA (91)

SUNOCO RACE FUELS/FORMULA USA SERIES
(After 8 of 8 rounds)

1. Dave Sadowski (Hon), Jefferson, GA (463/4 wins)
2. Fritz Kling (Yam), Lansing, MI (386)
3. Tray Batey (Suz), Gallatin, TN (383/4 wins)
4. Eric Wood (Kaw), Mansfield, MA (376/1 win)
5. Jason Fraser (Hon), Snohomish, WA (374)
6. Andy Deatherage (Kaw), Cleveland, OH (345)
7. Grant Lopez (Suz), Mobile, AL (306)
8. Lee Shierts (Suz), Troutman, NC (302)
9. Michael Fitzpatrick (Suz), Columbia, MD (259)
10. Steve Grigg (Kaw), Ashville, NC (209)

MOTOCROSS

THOR/PARTS UNLIMITED AMA SUPERCROSS SERIES
(After 15 of 15 rounds)

1. Jeff Emig (Kaw), Riverside, CA (293/5 wins)
2. Jeremy McGrath (Suz), Canyon Lake, CA (278/2 wins)
3. Ezra Lusk (Yam), Bainbridge, GA (251/2 wins)
4. Larry Ward (Hon), Florence, SC (230)
5. Greg Albertyn (Suz), Riverside, CA (206/1 win)
6. Mike LaRocco (Suz), South Bend, IN (203)
7. Doug Henry (Yam), Oxford, CT (175/3 wins)
8. Damon Bradshaw (Hon), Homedale, ID (166)
9. Jimmy Button (Yam), Phoenix, AZ (152)
10. Ryan Hughes (Kaw), Temecula, CA (145)

JIMMY BUTTON

AMA EASTERN REGIONAL 125cc SUPERCROSS SERIES
(After 7 of 7 rounds)

1. Tim Ferry (Suz), Largo, FL (146)
2. Stephane Roncada (Hon), France (135/2 wins)
3. Ricky Carmichael (Kaw), Havana, FL (123/3 wins)
4. Greg Schnell (Yam), Rancho Cucamonga, CA (97)
5. John Dowd (Yam), Chicopee, MA (86/2 wins)
6. Scott Sheak (Hon), Germantown, NY (84)
7. Jeff Dement (Kaw), Humble, TX (78)
8. Brock Sellards (Kaw), New Philadelphia, OH (77)
9. Jim Neese (Suz), Greensboro, NC (59)
10. Robbie Skaggs (Hon), Macon, GA (57)

AMA WESTERN REGIONAL 125cc SUPERCROSS SERIES
(After 7 of 7 rounds)

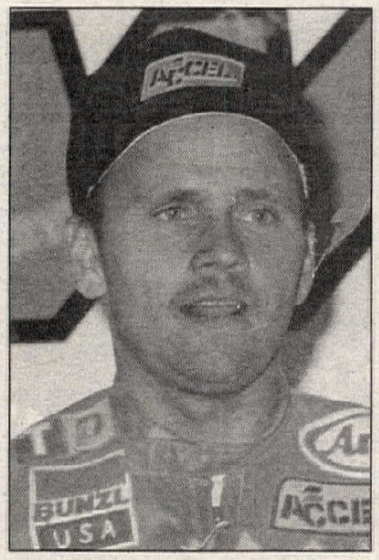
1. Kevin Windham (Yam), Baton Rouge, LA (153/5 wins)
2. Robbie Reynard (Hon), Norman, OK (131)
3. Casey Johnson (Kaw), Murrieta, CA (111)
4. David Vuillemin (Yam), France (104/1 win)
5. Casey Lytle (Hon), Santa Clarita, CA (85)
6. Craig Decker (Kaw), Palm Desert, CA (83)
7. Pedro Gonzalez (Kaw), Mexico (78)
8. Shaun Perolio (Hon), Saugus, CA (76)
9. Corey Keeney (Yam), Oakdale, MN (62)
10. Nathan Ramsey (Suz), Hixon, TX (60)

AMA 250cc NATIONAL MOTOCROSS CHAMPIONSHIP SERIES
(After 13 of 13 rounds)

1. Jeff Emig (Kaw), Riverside, CA (591/7 wins)
2. John Dowd (Yam), Chicopee, MA (485/3 wins)
3. Jeremy McGrath (Suz), Canyon Lake, CA (433)
4. Larry Ward (Hon), Florence, SC (376)
5. Mike LaRocco (Suz), South Bend, IN (372)
6. Ezra Lusk (Yam), Bainbridge, CA (367/1 win)
7. Ryan Hughes (Kaw), Temecula, CA (354)
8. Greg Albertyn (Suz), South Africa (330/1 win)
9. Jimmy Button (Yam), Phoenix, AZ (281)
9. Damon Bradshaw (Hon), Homedale, ID (276/1 win)

AMA 125cc NATIONAL MOTOCROSS CHAMPIONSHIP SERIES
(After 13 of 13 rounds)

1. Ricky Carmichael (Kaw), Havana, FL (563/8 wins)
2. Kevin Windham (Yam), Baton Rouge, LA (468/3 wins)
3. Scott Sheak (Hon), Germantown, NY (384/1 win)
4. Mickael Pichon (Suz), France (354)
5. Stephane Roncada (Hon), France (323)
6. Casey Johnson (Kaw), Murrieta, CA (279)
7. Damon Huffman (Kaw), Acton, CA (277/1 win)
8. Tim Ferry (Suz), Largo, FL (271)
9. Steve Lamson (Hon), Riverside, CA (261)
9. Robbie Reynard (Hon), Norman, OK (256)



WILL DAVIS

DIRT TRACK

AMA GRAND NATIONAL CHAMPIONSHIP SERIES
(After 22 of 22 rounds)

1. Scott Parker (H-D), Swartz Creek, MI (385/8 wins)
2. Will Davis (H-D), Goldsboro, NC (349/7 wins)
3. Kevin Atherton (H-D), White Pigeon, MI (309/3 wins)
4. Rich King (Hon), Waterloo, IA (297/2 wins)
5. Ricky Graham (Hon), Salinas Valley, CA (248)
6. Davey Camlin (H-D), Rock Island, IL (225)
7. Joe Kopp (H-D), Mica, WA (220/1 win)
8. Jay Springsteen (H-D), Lapeer, MI (219)
9. Steve Morehead (H-D), Findlay, OH (161)
10. Mike Hacker (H-D), Prince George, VA (152)

AMA HARLEY-DAVIDSON 883cc NATIONAL CHAMPIONSHIP SERIES
(After 13 of 13 rounds)

1. Davey Camlin, Rock Island, IL (242/7 wins)
2. Jess Roeder, Monroeville, OH (235/2 wins)
3. Mike Hacker, Prince George, VA (187/1 win)
4. Shaun Russell, San Jose, CA (164/1 win)
5. Johnny Murphree, Paso Robles, CA (152/1 win)
6. J.R. Schnabel, West Bend, WI (146)
7. Robert Miller, New Holland, PA (130)
8. Billy Martin, Stockton, CA (100)
9. Paul Bergstrom, Foster City, CA (96)
10. Willie McCoy, Richardsen, TX (83)

OFF-ROAD

AMA NATIONAL CHAMPIONSHIP ENDURO SERIES
(After 9 of 9 rounds)

1. Michael Lafferty (KTM), Millville, NJ (205/6 wins)
2. Matt Stavish (KTM), Blaine, MN (135)
3. Ty Davis (Kaw), Hesperia, CA (110/2 wins)
4. Randy Hawkins (Yam), Travelers Rest, SC (109)
5. Mike Monroe (Yam), Alabaster, AL (67)
6. Craig Holasek (KTM), Anoka, MN (63)
7. Kevin Hines (CRE), Weston, MA (59)
8. Donnie Book (Kaw), Gypsum, CO (47)
9. Scott Bright (Kaw), Greeley, CO (45)
10. Forrest Tobin (KTM), Casper, WY (44)

AMA NATIONAL CHAMPIONSHIP HARE & HOUND SERIES
(After 7 of 7 rounds)

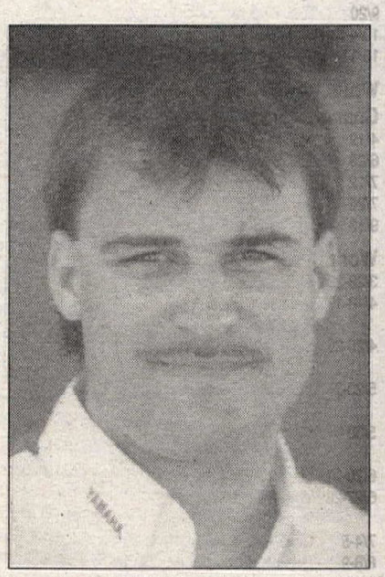
1. Ty Davis (Kaw), Hesperia, CA (150/6 wins)
2. Donnie Book (Kaw), Gypsum, CO (106)
3. Nick Pearson (KTM), Pioche, NV (104)
4. Dave Hamel (Kaw), Sparks, NV (88)
5. Russell Pearson (KTM), Pioche, NV (84)
6. Destry Abbott (KTM), Phoenix, AZ (83)
7. Brian Brown (Kaw), Nampa, ID (81)
8. Paul Krause (Kaw), Irvine, CA (75)
9. Jeff Capt (Hon), Lakewood, CA (67)
10. Jim Gray (KTM), Gunnison, CO (57)

AMA NATIONAL CHAMPIONSHIP HARE SCRAMBLES SERIES
(After 9 of 9 rounds)

1. Rodney Smith (Suz), Oakley, CA (172/2 wins)
2. Steve Hatch (Suz), Ithaca, NY (151/2 wins)
3. Jason Dahners (KTM), Redmond, WA (130)
4. Paul Edmondson (Suz), Great Britain (103/2 wins)
5. Brian Garrahan (KTM), Boulder Creek, CA (101)
6. Patrick Garrahan (KTM), Boulder Creek, CA (99)
7. Scott Plessinger (KTM), Hamilton, OH (75)
8. Aaron Sykes (Kaw), Cotati, CA (67)
9. Mike Sampson (Kaw), Brazil, IN (64)
10. Randy Hawkins (Yam), Travelers Rest, SC (57/1 win)

AMA GRAND NATIONAL CROSS COUNTRY SERIES
(After 13 of 13 rounds)

1. Scott Summers (Hon), Petersburg, KY (152/3 wins)
2. Steve Hatch (Suz), Ithaca, NY (150/2 wins)
3. Fred Andrews (Yam), Salem, OH (143/1 win)
4. Rodney Smith (Suz), Oakley, CA (134/3 wins)
5. Scott Plessinger (KTM), Hamilton, OH (128/1 win)
6. Doug Blackwell (Yam), Parkersburg, WV (124)
7. Jason Dahners (KTM), Redmond, WA (123)
8. Randy Hawkins (Yam), Travelers Rest, SC (122)
9. Brian Keegan (Kaw), Washington, PA (119/1 win)
10. Paul Edmondson (Suz), Great Britain (94/2 wins)



DOUG BLACKWELL

AMA/NATC NATIONAL OBSERVED TRIALS SERIES
(After 9 of 9 rounds)

1. Geoff Aaron (Bet), Redding, CT (237/5 wins)
2. Ray Peters (G-G), Beaver Dams, NY (202/1 win)
3. Jess Kempkes (G-G), Lincoln, NE (199/3 wins)
4. Lonny Hallsted (Bet), San Diego, CA (167)
5. Olivier Clamagirand (G-G), Tustin, CA (166)
6. Mark Manniko (G-G), Aurora, CO (137)
   Ryon Bell (Mon), Canada (137)
8. Michael Bryant (Bet), Burlington, CT (107)
9. Dennis Sweeten (Bet), Oregon City, OR (105)
   Matt Moore (Mon), Sapulpa, OK (105)

AMA 800cc HILLCLIMB NATIONAL CHAMPIONSHIP SERIES
(After 11 of 11 rounds)

1. James Large (H-D), Orient, OH (126/1 win)
2. Greg Williams (Hon), Canada (120/2 wins)
3. Willie Price (H-D), Madison, WV (117/5 wins)
4. Steve Dresser (Tri), Arkport, NY (116)
5. Jason Petty (Tri), Camby, IN (110/2 wins)
6. Paul Zander (BSA), Glen Rock, PA (109/1 win)
7. Rodney Williams (H-D), Niles, MI (108)
8. Glendal Petty Jr. (H-D), Mooresville, IN (97)
9. Robert Shriner (Kaw), Bird-in-Hand, PA (75)
10. Russ VanderVeen (H-D), Greenwood, IN (64)

AMA 540cc HILLCLIMB NATIONAL CHAMPIONSHIP SERIES
(After 11 of 11 rounds)

1. Paul Pinsonnault (Hon), Brookfield, MA (143/2 wins)
2. Richard Soter III (BSA), Owings Mills, MD (143/2 wins)
3. Terry Thompson (BSA), Laurelville, OH (104/3 wins)
4. Scott McNeely (Hon), Madison, WV (102/1 win)
5. David Watson (Hon), Ludlow, MA (100/1 win)
6. Paul Lowe (Kaw), Yolyn, WV (94)
7. Michael Templeton (Hon), Manchester, CT (87)
8. Ted Wilkins (Rtx), Canada (86/2 wins)
9. Michael Pulver (Hon), Indianapolis, IN (78)
10. Mike Wilson (Kaw), Mount Gay, WV (49)

CALENDAR

Calendar listings are a free service for *Cycle News* readers and race promoters. All information is the responsibility of the promoter. **Calendar listings cannot be accepted over the phone**; we must have a complete written Calendar listing on file. Use listing blank in this section. Listings must be received by Wednesday for publication in the following week's issue. We strongly suggest racers/spectators call the promoter/track to confirm details before traveling to the event.

World Championship Road Race Series
3/29 Shah Alam, Malaysia, Rnd 1
4/5 Suzuka, Japan, Rnd 2
4/19 Sentul, Indonesia, Rnd 3
5/3 Jerez, Spain, Rnd 4
5/17 Mugello, Italy, Rnd 5
5/31 Le Castellet, France, Rnd 6
6/14 Estoril, Portugal, Rnd 7
6/27 Assen, Holland, Rnd 8
7/5 Donington Park, England, Rnd 9
7/19 TBA, Germany, Rnd 10
8/23 Brno, Czech Republic, Rnd 11
9/6 Imola, Italy, Rnd 12
9/20 Barcelona, Spain, Rnd 13
10/4 Phillip Island, Australia, Rnd 14
10/18 Jacarepagua, Brazil, Rnd 15
10/25 Buenos Aires, Argentina, Rnd 16

World Superbike Championship Series
3/15 Sentul, Indonesia, Rnd 1
3/22 Phillip Island, Australia, Rnd 2
4/13 Donington Park, England, Rnd 3
5/10 Monza, Italy, Rnd 4
5/24 Albacete, Spain, Rnd 5
6/7 TBA, Germany, Rnd 6
6/21 TBA, San Marino, Rnd 7
7/5 TBA, Rnd 8
7/12 Monterey, California, Rnd 9
8/2 Brands Hatch, England, Rnd 10
8/30 A-1 Ring, Austria, Rnd 11
9/6 Assen, Holland, Rnd 12
9/20 TBA, Rnd 13
10/4 Sugo, Japan, Rnd 14
10/11 Shah Alam, Malaysia, Rnd 15

World Endurance Championship
4/19 Le Mans, France, Rnd 1
6/28 TBA, England, Rnd 2
7/12 Spa, Belgium, Rnd 3
7/26 Suzuka, Japan, Rnd 4
9/13 Le Castellet, France, Rnd 5

World Trial Championship
3/28-29 Silleda, Spain, Rnds 1, 2
4/18-19 Hawkstone Park, England, Rnds 3, 4
4/25-26 San Marino, San Marino, Rnds 5, 6
5/23-24 Nepomuk, Czech Republic, Rnds 7, 8
5/30-31 Kiefersfelden, Germany, Rnds 9, 10
6/20-21 Chaumont, Belgium, Rnds 11, 12
6/27-28 Virieu-le-Grand, France, Rnds 13, 14
7/4-5 Sant Julia, Andorra, Rnds 15, 16
8/8-9 Helsinki, Finland, Rnds 17, 18
8/15-16 Hvervenbukta-Oslo, Norway, Rnds 19, 20

Trials des Nations
9/20 Valmalenco, Italy

World 125cc MX C'ship
3/22 Jogyakarta, Indonesia, Rnd 1
4/5 Saquarema, Brazil, Rnd 2
4/19 Bellpuig, Spain, Rnd 3
5/17 Orehova Vas, Slovakia, Rnd 4
5/24 Donington Park, England, Rnd 5
6/7 Nismes, Belgium, Rnd 6
6/14 Brogo Mag, San Marino, Rnd 7
6/28 Montevarchi, Italy, Rnd 8
7/12 Launsdorf, Austria, Rnd 9
7/19 Oss, Holland, Rnd 10
8/9 Chateau-du-Loir, France, Rnd 11
8/23 Bielstein, Germany, Rnd 12

1998 World 250cc MX C'ship
3/29 Talavera, Spain, Rnd 1
4/5 Agueda, Portugal, Rnd 2
4/19 Valkenswaard, Holland, Rnd 3
4/26 Villars-Ecot, France, Rnd 4
5/10 Leuven, Europe, Rnd 5
5/24 Donington Park, England, Rnd 6
6/7 Asti, Italy, Rnd 7
6/14 Jinin, Czech Republic, Rnd 8
6/28 Bandung, Indonesia, Rnd 9
7/19 Maracay, Venezuela, Rnd 10
7/26 Belo Horizonte, Brazil, Rnd 11
8/9 Teutschenthal, Germany, Rnd 12
8/16 Mol, Belgium, Rnd 13
8/30 Gdynia, Poland, Rnd 14
9/6 Roggenburg, Switzerland, Rnd 15
9/13 Megalopolis, Greece, Rnd 16

World 500cc MX Championship
4/5 Mantova, Italy, Rnd 1
4/19 Payerne, Switzerland, Rnd 2
4/26 Sscwanenstadt, Austria, Rnd 3
5/10 Vasteras, Sweden, Rnd 4
5/17 Vantaa, Finland, Rnd 5
6/7 Osuna, Spain, Rnd 6
6/21 Loket, Czech Republic, Rnd 7
6/28 Sverepeck, Slovakia, Rnd 8
7/19 Ernee, Frnace, Rnd 9
8/2 Namur, Belgium, Rnd 10
8/9 Rhenen, Holland, Rnd 11
8/30 Wachtersbach, Germany, Rnd 12

Motocross des Nations
9/27 Foxhill, England

World Individual Speedway Championship
5/15 Prague, Czech Republic, Rnd 1
6/5 Pocking, Germany, Rnd 2
6/19 Vojens, Denmark, Rnd 3
8/7 Bradford, England, Rnd 4
8/28 Linkoping, Sweden, Rnd 5
9/18 Bydgoszcz, Poland, Rnd 6
10/3 Pardubice, Czech Republic, Rnd 7

FIM World Supercross C'ship
11/30 Osaka, Japan, Rnd 6
12/5-6 Geneva, Switzerland, Rnd 7, 8

AMA Supercross Series
1/10 Los Angeles, CA, Rnd 1
1/17 Houston, TX, Rnd 2
1/24 Phoenix, AZ, Rnd 3
1/31 Seattle, WA, Rnd 4
2/7 San Diego, CA, Rnd 5
2/14 Indianapolis, IN, Rnd 6
2/21 Atlanta, GA, Rnd 7
3/7 Daytona Beach, FL, Rnd 8
3/14 New Orleans, LA, Rnd 9
3/21 Minneapolis, MN, Rnd 10
3/28 St. Louis, MO, Rnd 11
4/4 Pontiac, MI, Rnd 12
4/18 Charlotte, NC, Rnd 13
4/25 Dallas, TX, Rnd 14
5/2 Las Vegas, NV, Rnd 15

AMA National MX Series
3/1 Gainesville, FL, Rnd 1
5/10 San Bernardino, CA, Rnd 2
5/17 Sacramento, CA, Rnd 3
5/24 Mount Morris, PA, Rnd 4
6/14 Budds Creek, MD, Rnd 5
6/21 Southwick, MA, Rnd 6
7/5 Buchanan, MI, Rnd 7
7/19 New Berlin, NY, Rnd 8
7/26 Troy, OH, Rnd 9
8/2 Washougal, WA, Rnd 10
8/16 Millville, MN, Rnd 11
8/30 Binghamton, NY, Rnd 12
9/6 Delmont, PA, Rnd 13

AMA PJ1 National Arenacross Series
12/5-7 Rockford, IL, Rnd 3
1/2-4 Fort Worth, TX, Rnd 4
1/9-11 Oklahoma City, OK, Rnd 5
1/16-18 Hampton, VA, Rnd 6
1/23-25 New Haven, CT, Rnd 7
1/30-2/1 Niagara Falls, NY, Rnd 8
2/6-8 Winston-Salem, NC, Rnd 9
2/13-15 Milwaukee, WI, Rnd 10
2/20-22 Denver, CO, Rnd 11
2/27-3/1 Sacramento, CA, Rnd 12
3/13-15 San Francisco, CA, Rnd 13
3/20-22 Salt Lake City, UT, Rnd 14
Info 817/246-7400

AMA Texas Championship Hare Scrambles Series
12/7 Rockne, TX
1/18 Fort Hood, TX
2/1 San Antonio, TX
2/15 Rockne, TX
3/29 Columbus, TX
4/26 TBA
6/7 Rockne, TX
6/21 Fort Hood, TX
7/26 Conroe, TX
8/30 TBA
10/11 Montgomery, TX
11/8 TBA
12/6 Fort Hood, TX
Info 409/732-9171

AMA/District 36 Family Enduro Series
11/29 Foresthill, CA
Info 408/281-3805

AMA National Dual Sport Trail Ride Series
11/28-29 Los Angeles, CA

AMA/District 36 Cross Country Series
11/29 Lovelock to Fernly, NV, Rnd 16
Info 408/294-3438

AMA/District 37 Dual Sport Ride Series
11/28-29 Azusa, CA (LA-B to V)
12/28 Mojave, CA
1/17-18 Ridgecrest, CA
2/8 Victorville, CA
2/14-15 Las Vegas, NV
2/22 San Luis Obispo, CA
3/7-8 Death Valley, CA
3/15 San Bernardino, CA
3/29 Newhall, CA
4/25-26 Cantil, CA
5/17 Mojave, CA
6/28 Rancho Cucamonga, CA
7/18-19 Sequoia N.F., CA
8/1-2 Mammoth Lakes, CA
8/8-9 Big Bear Lake, CA
8/29-30 Bass Lake, CA
9/27 Silverwood Lake, CA
10/3-4 Ridgecrest, CA
10/17-18 Mesquite, NV
10/31-11/1 Ridgecrest, CA
Info 614/891-2425 (3,1)

AMA Mid-South Winter Hare Scrambles Series
12/7 Greenville, KY
12/14 Johnsonville, TN
1/18 Lawrenceburg, TN
2/1 TBA
2/15 Van Leer, TN
3/22 Cadiz, KY
3/29 Dickson, TN
Info 615/859-0873

Great Lakes Road Racing Association Series
4/18-19 Grattan, MI
5/9-10 Indianapolis, IN
5/30-31 Grattan, MI
6/10-11 Elkhart Lake, WI
7/4-5 Grattan, MI
7/15-16 Lexington, OH
8/8-9 Indianapolis, IN
8/22-23 Grattan, MI
9/19-20 Grattan, MI
Info 616/458-5888

CCS/Championship Cup Road Racing Series
California Region
12/6-7 Las Vegas, NV*
12/20-21 Phoenix, AZ
Florida Region
12/13-14 Homestead, FL*
Southwest Region
12/6-7 Las Vegas, NV
12/20-21 Phoenix, AZ*
*Double Points Event
Info 704/684-4297

Texas/AHRMA Vintage Iron Series
12/7 Rio Bravo, TX
Info 281/679-5764

LaPlaya Motocross Grand Prix Series
12/7 Rosarito, BC/Mexico
3/1 Rosarito, BC/Mexico
5/17 Rosarito, BC/Mexico
8/23 Rosarito, BC/Mexico
10/4 Rosarito, BC/Mexico
12/6 Rosarito, BC/Mexico
Info 011/52-661-22525

American Trials Association
11/30 Lucerne Valley, CA
1/11 Romoland, CA
2/1 Rock Ranch, CA
2/22 Corral Canyon, CA
3/22 Lucerne, CA
4/25-26 El Trial, CA
6/6-7 Big Bear, CA
Info 714/562-7742

Arkansas Hare Scrambles Championship Series
11/30 Fort Smith, AR
Info 501/646-7000

KORR Hare Scrambles Championship Series
12/7 Hillsboro, KS
Info 316/942-6527

Southern Enduro Riders Ass'n Hare Scrambles Series
12/7 Maplesville, AL
1/4 Saucier, MS
1/18 Maplesville, AL
2/8 Wiggins, MS
Info 504/665-0313

SETRA Hare Scrambles
11/30 Clinton, SC, Rnd 4
12/7 Columbia, SC, Rnd 5
12/14 Hurricane Mills, TN, Rnd 6
1/4 Greensboro, GA, Rnd 7
1/18 Maplesville, AL, Rnd 8
2/8 Abbeville, SC, Rnd 9
2/15 Columbus, GA, Rnd 10
2/22 Macon, GA, Rnd 11
3/8 Braselton, GA, Rnd 12
3/22 Cross Anchor, SC, Rnd 13
3/29 Knoxville, TN, Rnd 14
Info 706/327-4015

SETRA Championship Enduro Series
1/11 Charleston, SC, Rnd 9
1/25 Wedgefield, SC, Rnd 10
3/1 Pelion, SC, Rnd 11
3/5 Daytona, FL, Rnd 12
3/15 Greensboro, GA, Rnd 13
4/5 Morganton, NC, Rnd 14
4/19 Cochran, GA, Rnd 15
4/16 Clanton, AL, Rnd 16
5/3 Olustee, FL, Rnd 17
5/17 Tarrytown, FL, Rnd 18
6/7 Hurricane Mills, TN, Rnd 19
Info 706/327-4015

Northwest Motorcycle Association Off-Road Series
11/30 Kent, WA
Info 206/242-7044

CYCLE WORLD
INTERNATIONAL Motorcycle Shows®

* Southern California, Dec 5-7, 1997
Long Beach Convention Center
Long Beach, California
Fri: 5p-10p Sat: 10a-9p Sun: 10a-5p
* Bay Area, Dec 12-14, 1998
San Mateo County Expo Center
San Mateo, California
Fri: 5p-10p Sat: 10a-9p Sun: 10a-5p
* Seattle, Jan 2-4, 1998
Washingotn State Conv. & Trade Ctr.
Seattle Washington
Fri: 5p-10p Sat: 10a-9p Sun: 10a-6p
* St. Louis, Jan 9-11, 1998
America's Center
St. Louis, Missouri
Fri: 5p-10p Sat: 10a-9p Sun: 10a-5p
* Chicago, Jan 16-18, 1998
Rosemont Convention Center
Chicago, Illinois
Fri: 5p-10p Sat: 10a-10p Sun: 10a-6p
* New York, Jan 23-25, 1998
Jacob Javits Convention Center
New York, New York
Fri: 12p-10p Sat: 10a-10p Sun: 10a-5p
* Ohio, Jan 30 - Feb 1, 1998
IX Center
Cleveland, Ohio
Fri: 5p-10p Sat: 10a-10p Sun: 10a-6p
* Minneapolis, Feb 6-8, 1998
Minneapolis Convention Center
Minneapolis, Minnesota
Fri: 5p-10p Sat: 10a-9p Sun: 10a-5p
* Daytona, Mar 4-8, 1998
Daytona International Speedway
Daytona Beach, Florida
Wed: 1p-6p Thu-Sat: 9a-6p Sun: 9a-1p

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Sat., Dec 13 Saturday Practice (8am - 1pm) Perris
Sat., Dec 20 GFI Super Saturday Race Perris

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CALENDAR

Calendar listings are a free service for *Cycle News* readers and race promoters. All information is the responsibility of the promoter. **Calendar listings cannot be accepted over the phone**; we must have a complete written Calendar listing on file. Use listing blank in this section. Listings must be received by Wednesday for publication in the following week's issue. We strongly suggest racers/spectators call the promoter/track to confirm details before traveling to the evegt.

FTR Championship Series Hare Scrambles
12/6-7 South Venice, FL
1/3-4 TBA
1/17-18 TBA
1/31-2/1 TBA
2/21-22 TBA
3/21-22 TBA
4/4-5 TBA
4/18-19 Vero Beach, FL
Info 407/264-0559

FTR C'ship Enduro Series
1/11 Charleston, SC
3/8 Ocala National Forest, FL
5/3 Olustee, FL
5/17 Richloam, FL
5/31 Daytona, FL
Info 407/264-0559

FTR Motocross Series
12/14 Dade City, FL, Rnd 3
12/21 Bithlo, FL, Rnd 4
1/25 Okeechobee, FL, Rnd 5
2/15 Bunnell, FL, Rnd 6
3/15 Panama City, FL, Rnd 7
4/26 Okeechobee, FL, Rnd 8
5/10 Bunnell, FL, Rnd 9
5/17 Hilliard, FL, Rnd 10
Info 407/264-0559

CMRRA 50cc/125cc C'ship Road Race Series
12/7 Palomar, CA
Info 909/674-5357

WSMC Road Race Series
12/20-21 Rosamond, CA, Rnd 12
1/17-18 Rosamond, CA, Rnd 1
2/14-15 Rosamond, CA, Rnd 2
3/14-15 Rosamond, CA, Rnd 3
4/18-19 Rosamond, CA, Rnd 4
5/16-17 Rosamond, CA, Rnd 5
6/20-21 Rosamond, CA, Rnd 6
7/18-19 Rosamond, CA, Rnd 7
8/15-16 Rosamond, CA, Rnd 8
9/19-20 Rosamond, CA, Rnd 9
10/17-18 Rosamond, CA, Rnd 10
11/14-15 Rosamond, CA, Rnd 11
12/19-20 Rosamond, CA, Rnd 12
Info 805/256-1234

CMC West Coast Arenacross Challenge
2/27-28-3/1 Sacramento, CA
TBA Las Vegas, NV
Info 702/267-4392

MRAN Desert Series
1/17-18 Boulder City, NV
3/7 Las Vegas, NV
5/2 Panaca, NV
6/13-14 Caliente, NV
8/9 Ely, NV
8/23 Hiko, NV
10/17-18 Logandale, NV
11/7-8 Beatty, NV
11/21 Alamo, NV
Info 702/437-6726

World Sports Winter AM Series
12/27-28 Gainesville, FL
1/3-4 Ocala, FL
1/10-11 Dade City, FL
1/17-18 Ona (Bradenton), FL
1/24-25 Gainesville, FL
Info 813/823-2090

American Trials Association
12/7 San Gabriel Canyon, CA
1/11 Romoland, CA
2/1 Rock Ranch, CA
2/22 Corral Canyon, CA
3/22 Lucerne, CA
4/18 NATC-Rock Ranch, CA
4/19 ETDE-Rock Ranch, CA
6/6-7 Big Bear, CA
Info 714/562-7742

NOVEMBER

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JANUARY

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FEBRUARY

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*Denotes Pro Payback

Nov 28-29
CALIFORNIA DUAL SPORT RIDE - AMA/District 37, LA-Barstow to Vegas, Bert's M/C Mall, Azusa. Info: 818/249-2141.

* NORTH CAROLINA ARENACROSS - AMA/Victory Sports Racing, Interstate Cycles, WNC Agriculture Center Arena, Asheville. Info: 423/323-5497 or www.victory-sports.com.

Nov 29-30
ARIZONA MOTOCROSS - Final Round, AMX Grand Canyon State Championship/CMC Copper State Classic, Rnd 7, Verde Valley Motorplex, Cottonwood. Info: 520/634-6133.

Sat, Nov 29
* CALIFORNIA SPEEDWAY - International Speedway, Speedway/Pro-Am 600/Sidecars, Imperial Valley Fairgrounds Speedway. Info: 714/492-9933.

CALIFORNIA MOTOCROSS - Racing Enterprises, Carlsbad Raceway, Carlsbad. Info: 619/484-1441.

CALIFORNIA ENDURO - AMA/District 36, CERA, Sugarpine Staging Area, Foresthill, Info: 510/462-6824.

* FLORIDA MOTOCROSS - Dade City Raceway, Pasco County Fairgrounds, Night MX, Dade City. Info: 352/588-4697.

* FLORIDA SUPERCROSS - Northeastern Supercross Raceway, Night Race Under the Lights, Clay Track, MacClenny. Info: 904/387-4911.

* FLORIDA MOTOCROSS - South Florida Sports Committee, Pepsi Air Dania MX Park, Night Race, Fort Lauderdale. Info: 954/321-9422.

* OHIO HARE SCRAMBLES - World Championship, AMA/Action Sports Promotions Inc., Athens. Info: 614/594-MOTO.

Sun, Nov 30
* ALABAMA MOTOCROSS - Alabama Fall Series Final Race, Kilpatrick MX, Albertville. Info: 205/561-3495

* ARKANSAS HARE SCRAMBLES - JML Promotions Inc., River Front Grand Prix, Fort Smith. Info: 501/648-1696.

CALIFORNIA GRAND PRIX - SRA/Grand Prix, Glen Helen, San Bernardino. Info: 714/957-2985.

CALIFORNIA MOTOCROSS - Los Angeles County Raceway, Trophy Series, Palmdale. Info: 805/272-8889.

* CALIFORNIA MOTOCROSS - Second annual Christmas Series, Rnd 2, Lemon Grove MX Park, Piru. Info: 805/521-0808.

CALIFORNIA MOTOCROSS - AMP/Motocross Race Hollister Hills GP Track, Hollister. Info: 209/656-9682.

* GEORGIA MOTOCROSS - Echconnee MX Club, Macon. Info: 912/788-8227 or 956-5420.

KENTUCKY HARE SCRAMBLES - Red River Hare Scrambles, Bluegrass Sports, Clay City. Info: 606/744-5916.

* MARYLAND MOTOCROSS - AMA/Districts 7&13, Budds Creek MX Park. Info: 301/475-2000.

MINNESOTA PARTS SHOW - J&P Promotions, 10th annual Motorcycle Parts Extravaganza, St. Paul Civic Center. Info: 319/462-6011.

* NEW JERSEY MOTOCROSS - AMA/Powerline Park, New Egypt Speedway, New Egypt. Info: 732/752-7305.

* NEW YORK SCRAMBLES - AMA, Square Deal Riders MC, SDR Raceway, Harpursville. Info: 607/775-0770 or 693-2634.

* NORTH CAROLINA MOTOCROSS - Dirtworld Promotions and AMC Sanctioned, Montrose MX, Raeford. Info: 919/554-4467.

* NORTH CAROLINA MOTOCROSS - Daniels Ridge SX, Taylorsville. Info: 704/758-4342.

OHIO HARE SCRAMBLES - CRA/Wagner Racing Promotions, Broken Spokes Raceway, New Philadelphia. Info: 330/682-9231.

* OKLAHOMA MOTOCROSS - Pro-Am Sports Inc., Motorcycle Raceway, Oklahoma City, 405/737-2468.

* TEXAS MOTOCROSS - Pro-Circuit Regional Fall Classic, Rnd 5, Village Creek MX Park Inc., Fort Worth. Info: 817/572-7713.

WASHINGTON HARE SCRAMBLES - Nasty Wench Hare Scrambles Northwest Motorcycle Association Off-Road Series/Team Crutch, Seattle International Raceway, Kent. Info: 360/793-3264.

Dec 5-7
* OHIO ARENACROSS - AMA/Action Sports Promotions Inc., Expo Center Coliseum at the Ohio State Fairgrounds, Columbus. Info: 614/594-6686.

Fri, Dec 5
CALIFORNIA INDOOR SWAP MEET - Inter Shows Promotions, Indoor M/C Swap Meet Series, Orange County Fairgrounds, Costa Mesa. Info: 714/364-2542.

* OHIO ARENACROSS - AMA/Action Sports Promotions Inc., Ohio Expo Center, Ohio State Fairgrounds, Columbus. Info: 614/594-MOTO.

Dec 6-7
CALIFORNIA SUPER TT - Buttonwillow Raceway Park, Buttonwillow. Info: 805/764-5333.

Sat, Dec 6
* CALIFORNIA MOTOCROSS - CMMC/Wildcat Canyon Road, Race 20, Barona Oaks. Info: 619/752-8252.

* CALIFORNIA INDOOR DIRT TRACK - The Barn-Burner Series, Night Race, Santa Clara County Fairgrounds. Info: 408/374-4298.

FLORIDA MOTOCROSS - Dade City Raceway, Night MX, Dade City.

* FLORIDA MOTOCROSS - South Florida Sports Committee, Pepsi Air Dania MX Park, Night Race, Fort Lauderdale. Info: 954/321-9422.

* OHIO ARENACROSS - AMA/Action Sports Promotions Inc., Ohio Expo Center State Fairgrounds, Columbus. Info: 614/594-MOTO.

Sun, Dec 7
CALIFORNIA GRAND PRIX - Racing Enterprises, Christmas GP, Carlsbad Raceway, Carlsbad. Info: 619/484-1441.

CALIFORNIA MOTOCROSS - Edwards AFB, CRC, Trophy Series. Info: 805/272-8889.

CALIFORNIA DESERT RACE - RGR Racing's Rudolph's Revenge Desert Grand Prix, District 38, Superstition Mountains. Info: 619/427-5759.

* CALIFORNIA MOTOCROSS - CMMC/Wildcat Canyon Road, Race 21, Barona Oaks. Info: 619/752-8252.

* CALIFORNIA MOTOCROSS - Second annual Christmas Series, Rnd 3, Lemon Grove MX Park, Piru. Info: 805/521-0808.

* CALIFORNIA MOTOCROSS - CMC/Dave Coupe Promotions, E St. Sand Track, Marysville. Info: 916/673-5956.

CALIFORNIA CYCLE SHOW & SWAP MEET - Long Beach Cycle Show, Long Beach Veterans Stadium, Long Beach. Info: 714/557-1846.

CALIFORNIA MOTOCROSS - Over the Hill Gang Race, Edwards AFB. Info: 562/925-9634.

* CALIFORNIA MOTOCROSS - Thousand Oaks Kawasaki Winter Warm-Up Series/SSC MX, Hungry Valley MX, Gorman. Info: 805/294-0020.

CALIFORNIA MOTOCROSS - O'Neal Central California Championship MX Series, Little Okie, Madera. Info: 209/673-8080.

CALIFORNIA SUPERBIKERS - Buttonwillow Super TT, Buttonwillow Raceway Park, Buttonwillow. Info: 805/764-5333.

CALIFORNIA MOTOCROSS - Dave Coupe Classic Motocross RaceE St. Bridge, Marysville. Info: 209/656-9682.

INDIANA HARE SCRAMBLES - Plymouth Blackhawks, District 15, Plymouth. Info: 219/269-4199.

* KENTUCKY HARE SCRAMBLES - Mid-South Winter Hare Scrambles Series, Greenville. Info: 615/859-0873.

KENTUCKY HARE SCRAMBLES - Eagle Creek Park, Mason Lane, Owenton. Info: 606/472-3442.

* MEXICO MOTOCROSS - Too Much Fun Promotions/La Playa Grand Prix Series, Cantamar, Rosarito, Baja. Info: 011/52-661-22525.

* MISSISSIPPI MOTOCROSS - Meridian Motorcycle Club, Hickory Hills MX Park, Hickory. Info: 601/737-8933 or 776-5378.

* NEVADA MOTOCROSS - Las Vegas Motocross Club, New Las Vegas Motor Speedway, gate one, Las Vegas. Info: 702/565-7876.

* NEVADA MOTOCROSS - Old-Timers, Rnd 6, Fernley International Raceway, Fernley. Info: 702/322-4311.

* NORTH CAROLINA MOTOCROSS - Daniels Ridge SX, Taylorsville. Info: 704/758-4342.

* OHIO ARENACROSS - AMA/Action Sports Promotions Inc., Ohio Expo Center State Fairgrounds, Columbus. Info: 614/594-MOTO.

OHIO HARE SCRAMBLES - Mansfield Motorcycle Club, Mansfield. Info: 419/774-0430.

* OKLAHOMA HARE SCRAMBLES - OCCRA/Oklahoma Cross Country Racing Association, Gruber. Info: 405/366-1051.

* OKLAHOMA MOTOCROSS - Pro-Am Sports Inc., Motorcycle Raceway, Oklahoma City. Info: 405/737-2468.

TEXAS VINTAGE MOTOCROSS - Texas/AHRMA Vintage Iron Fall Series, Rio Bravo. Info: 281/679-5764.

TEXAS MOTOCROSS - GNC Texas Regional Championship, Mosier Valley USA, Arlington. Info: 214/351-9900.

* VIRGINIA HARE SCRAMBLES - Victory Sports Racing, Yamaha Kawasaki of Johnson City, Wythe Raceway, Rural Retreat. Info: 423/323-5497 or www.victory.sports.com.

Dec 12-14

* NEBRASKA ARENA CROSS - K Promotions, Buffalo County Fairgrounds, Kearney. Info: 402/475-3434.

Fri, Dec 12

* OHIO INDOOR MOTOCROSS - AMA/Henderson Arena, Jackson. Info: 614/596-2057.

Dec 13-14

* FLORIDA ROAD RACE - CCS/Homestead Motorsports Complex, Homestead. Info: 561/793-3394.

* TENNESSEE ARENACROSS - AMA/Victory Sports Racing, Interstate Cycles, Walter State Arena, Morristown. Info: 423/323-5497 or www.victory-sports.com.

Sat, Dec 13

* CALIFORNIA INDOOR DIRT TRACK - The Barn-Burner Series, Night Race, Santa Clara County Fairgrounds. Info: 408/374-4298.

* CANADA ARENA-CROSS - CMA/Future West, The BC Arena-Cross Championship, Abbotsford Agrifair Arena, Abbotsford Fairgrounds, Abbotsford. Info: 604/794-3824.

FLORIDA MOTOCROSS - Dade City Raceway, Night MX, Dade City.

* FLORIDA SUPERCROSS - Northeastern Supercross Raceway, Night Race Under the Lights, Clay Track, MacClenny. Info: 904/387-4911.

* FLORIDA MOTOCROSS - South Florida Sports Committee, Pepsi Air Dania MX Park, Night Race, Fort Lauderdale. Info: 954/321-9422.

* OHIO INDOOR MOTOCROSS - AMA/Henderson Arena, Jackson. Info: 614/596-2057.

Sun, Dec 14

* ALABAMA MOTOCROSS - CMMX Inc., Chandler Mountain Motocross, Steele. Info: 205/681-8317.

CALIFORNIA MOTORCYCLE SWAP MEET - The Shop, American Motorcycle Specialists, All Brand M/C Swap Meet and Used Bikes Corral, Ventura County Fairgrounds. Info: 805/650-6777.

CALIFORNIA GRAND PRIX - Los Angeles County Raceway, CRC, Trophy Series, Merry Christmas, Palmdale. Info: 805/272-8889.

CALIFORNIA MOTOCROSS - Marysville Motocross, Riverfront Park, Marysville. Info: 916/695-2727.

* CALIFORNIA MOTOCROSS - Second annual Christmas Series, Rnd 4, Lemon Grove MX Park, Piru. Info: 805/521-0808.

CALIFORNIA HARE SCRAMBLES - Dirt Diggers MC, District 37, Spangler Hills, Red Mountain. Info: 909/883-5259.

* CALIFORNIA MOTOCROSS - Thousand Oaks Kawasaki Winter Warm-Up Series/SSC MX, Glen Helen Raceway, San Bernardino. Info: 805/294-0020.

CALIFORNIA SCRAMBLES - Cal Coastal Promotions, California Mid-State Fairgrounds, Paso Robles. Info: 805/544-8618.

CALIFORNIA MOTOCROSS - O'Neal Central California Championship MX Series, Hanford. Info: 209/673-8080.

CALIFORNIA MOTOCROSS - AMP/Motocross Race Carnegie Cycle Park, Tracy. Info: 209/656-9682.

FLORIDA MOTOCROSS - FTR Championship Motocross Series, Dade City Raceway, Dade City. Info: 352/567-0792 or 941/591-2790.

KENTUCKY HARE SCRAMBLES - Red River Hare Scrambles, Bluegrass Sports, Clay City. Info: 606/744-5916.

* NEW YORK SCRAMBLES - AMA Square Deal Riders MC, SDR Raceway, Harpursville. Info: 607/775-0770 or 693-2634.

* NORTH CAROLINA MOTOCROSS - Daniels Ridge SX, Taylorsville. Info: 704/758-4342.

OHIO HARE SCRAMBLES - Sunset Ramblers, Motorcycle Club of Galion. Info: 419/562-6931.

* OHIO INDOOR MOTOCROSS - AMA/Henderson Arena, Jackson. Info: 614/596-2057.

* OKLAHOMA MOTOCROSS - Pro-Am Sports Inc., Motorcycle Raceway, Oklahoma City. Info: 405/737-2468.

* TENNESSEE HARE SCRAMBLES - Mid-South Winter Hare Scrambles Series, New Johnsonville. Info: 615/859-0873.

Dec 20-21

CALIFORNIA ROAD RACE - Willow Springs Motorcycle Club, Willow Springs International Raceway, Rnd 12, Rosamond. Info: 805/256-1234.

Sat, Dec 20

* CALIFORNIA INDOOR DIRT TRACK - The Barn-Burner Series, Night Race, Santa Clara County Fairgrounds. Info: 408/374-4298.

FLORIDA MOTOCROSS - Dade City Raceway, Night MX, Dade City.

* FLORIDA MOTOCROSS - South Florida Sports Committee, Pepsi Air Dania MX Park, Night Race, Fort Lauderdale. Info: 954/321-9422.

Sun, Dec 21

* ALABAMA MOTOCROSS - Kilpatrick MX, Albertville. Info: 205/561-3495

CALIFORNIA GRAND PRIX - Tom Anderson's Sandhill Ranch AKA Tommy Ville, Brentwood. Info: 510/634-3328.

CALIFORNIA VINTAGE GRAND PRIX - AHRMA/Vintage, Brentwood. Info: 510/634-3328.

* CALIFORNIA MOTOCROSS - CMC/Argyll Park Promotions, Argyll Park rain date for November 16, Dixon. Info: 707/678-3592 or http://www.Quick Page.com/A/Argyll.

* NEVADA MOTOCROSS - Las Vegas Motocross Club, New Las Vegas Motor Speedway, gate one, Las Vegas. Info: 702/565-7876.

* NORTH CAROLINA MOTOCROSS - Daniels Ridge SX, Taylorsville. Info: 704/758-4342.

* OKLAHOMA MOTOCROSS - Pro-Am Sports Inc., Motorcycle Raceway, Oklahoma City. Info: 405/737-2468.

Dec 26-27

* NORTH CAROLINA ARENACROSS - AMA/Victory Sports Racing, Interstate Cycles, Western North Carolina Agriculture Arena, Asheville. Info: 423/323-5497 or www.victory-sports.com.

Sat, Dec 27

FLORIDA MOTOCROSS - Dade City Raceway, Night MX, Dade City.

* FLORIDA SUPERCROSS - Northeastern Supercross Raceway, Night Race Under the Lights, Clay Track, MacClenny. Info: 904/387-4911.

* FLORIDA MOTOCROSS - South Florida Sports Committee, Pepsi Air Dania MX Park, Night Race, Fort Lauderdale. Info: 954/321-9422.

Sun, Dec 28

KENTUCKY HARE SCRAMBLES - Red River Hare Scrambles, Bluegrass Sports, Clay City. Info: 606/744-5916.

* NEW YORK SCRAMBLES - AMA Square Deal Riders MC, SDR Raceway, Harpursville. Info: 607/775-0770 or 693-2634.

* NORTH CAROLINA MOTOCROSS - Daniels Ridge SX, Taylorsville. Info: 704/758-4342.

* OKLAHOMA MOTOCROSS - Pro-Am Sports Inc., Motorcycle Raceway, Oklahoma City. Info: 405/737-2468.

Wed, Dec 31

CALIFORNIA DESERT RACE - Budweiser Dunaway Dash XI, Plaster City West. Info: 619/427-5759.

Sat, Jan 1

* CALIFORNIA MARATHON - Tom Anderson's Sandhill Ranch Hangover Marathon, 25th annual, Brentwood. Info: 510/634-3328.

Sun, Jan 2

* IDAHO ARENACROSS - SRO Entertainment Group, Boise State University Pavilion, Boise. Info: 888/753-9818.

Sun, Jan 3

* FLORIDA MOTOCROSS - South Florida Sports Committee, Night Race, Pepsi Air Dania MX Park, Fort Lauderdale, Dania. Info: 954/321-9422.

* IDAHO ARENACROSS - SRO Entertainment Group, Boise State University Pavilion, Boise. Info: 888/753-9818.

Sun, Jan 4

* COLORADO ICE RACES - Harry's Roamers MC, Rainbow Falls, Woodland Park. Info: 719/541-3023.

ILLINOIS PARTS SHOW - J&P Promotions, 12th annual Motorcycle Parts Extravaganza, Belle-Clair County Fairgrounds, Belleville. Info: 319/462-6011.

* NEW YORK SCRAMBLES - AMA Square Deal Riders MC, SDR Raceway, Harpursville. Info: 607/775-0770 or 693-2634.

* NORTH CAROLINA MOTOCROSS - Daniels Ridge SX, Taylorsville. Info: 704/758-4342.

* OKLAHOMA MOTOCROSS - Pro-Am Sports Inc., Motorcycle Raceway, Oklahoma City. Info: 405/737-2468.

TEXAS MOTORCYCLE SHOW - 10th annual Motorcycle Expo, Show, Swap Meet, Arlington Convention Center. Info: 972/216-5520.

Thur, Jan 8

* OKLAHOMA MOTOCROSS - Pro-Am Sports Inc., Motorcycle Raceway, Oklahoma City. Info: 405/737-2468.

Jan 9-11

* OHIO INDOOR MOTOCROSS - Patriot & Promotions, CRA Points Event, Summit County Arena Complex at Fairgrounds, Akron. Info: 330/948-4613.

December 6-7, 1997

SUPER TT

In the tradition of the Carlsbad Superbikers take to a 1.5 mile course incorporating pavement and groomed TT-style dirt sections

Buttonwillow RACEWAY PARK

Buttonwillow, CA
Saturday Practice 9am - 4pm

Sunday Time Schedule

7:00am	Gates Open
7:00am - 10:00am	Registration and Tech Inspection
8:00am - 10:30am	Practice
10:45am	Riders Meeting
11:45am	First Race

Race Schedule

1. Middleweight Dual-Sportsman	8 laps
2. Mini-Motard	8 laps
3. Senior	8 laps
4. Middleweight Supermotard	8 laps
5. Vintage	8 laps
6. Open Supermotard	12 laps
7. Open Quads	8 laps
8. Open Dual-Sportsman	8 laps

Break for track maintenance
9. thru 16. second round of motos in same order

Scheduled to race are
Eddie Lawson (4 time World Champion)
Eddie Mulder (TT Racing Legend)

Sponsored by: KTM SPORTMOTORCYCLES, UNOCAL 76, HUSABERG

For Info: 805-764-5333

Pre-Entry: $40 first class, $20 each subsequent class (Closes: Dec. 3)
Post-Entry: $60 first class, $40 each subsequent class
Gate Fee: $10 per day/$15 for both days (Kids 12 and under free)
Saturday practice: $50

Thousand Oaks KTM MOTORCYCLES HUSABERG

Unbelievable Deals on 1998 KTM'S Now in Stock!

'97 Husabergs
Only two left!
Green Sticker Legal
Call Now for Low Price

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Racing Enterprises Motorsports Presents

KTM MOTORCYCLES NO FEAR AFO RACING ZING WHITE BROTHERS

THE CARLSBAD CHRISTMAS GRAND PRIX
Sunday, December 7th
Carlsbad Raceway, Carlsbad, CA

GATES OPEN	6:30 am	GATE FEE	$10.00
SIGN-UP	7:00 am	ENTRY FEES:	
SCHEDULE		Pros	$30.00
Practice	8-8:45 am	Sportsman	$30.00
Vets	9:00 am	Second Class	$20.00
125, 80cc	10:00 am		
500cc, OT's	11:00 am		
250cc	12:00 pm	MEMBERSHIP NOT REQUIRED	

PRO VALVE, Eberly Mechanix Wear, SPY, FMF, Benthal Manufacturing, THOR, MOTUL Motor Oil, DIRT SQUIRT, CEET

Bring a canned of non-perishable food donation and receive additional raffle tickets.

$1000's in Prizes awarded by raffle

Carlsbad Raceway is located 8 miles east off-5 and Palomar Road, turn left onto Buisiness Park Drive. No overnight camping. No bicycles, pit bikes, or pit riding. Keep dogs on a leash. For additional information contact Racing Enterprises at (619) 484-1441 or FAX (619) 484-7056

Raffel tickets included with each entry

CMC Racing - 714/367-1141
CMC Golden State Nationals
South Region
Jan 11th Rnd. 1 Glen Helen Rcwy, Devore, CA
Jan 18th Rnd. 2 Competition Park, San Jacinto, CA
Feb 1st Rnd. 3 L.A.C.R., Palmdale, CA
Feb 15th Rnd. 4 Glen Helen Rcwy, Devore, CA

MOTOCROSS RACING ASSOCIATION
Michigan, Ohio & Ontario
Racing Every Friday, Saturday & Sunday
Open Riding Every Wednesday
1998 Racing Schedule Call
313-241-1600
www.racemra.com

WSM WILLOW SPRINGS MOTORCYCLE CLUB
Motorcycle Road Racing on "The Fastest Road in the West"
Motorcycle Road Racing
3rd Sunday every month
Next Event - December 20-21
INFO (805) 256-1234

A.M.P. Motocross
November 29th Open Practice Hollister Hills, CA
November 30th MX Race Hollister Hills GP Trk, Hollister Hills, CA
Dave Coupe Classic
Dec 6th Open Practice E. St. Bridge, Marysville, CA
Dec 7th MX Race E. St. Bridge, Marysville, CA
Info: (209) 656-9682

INSTRUCTOR WANTED

Looking for five years experience as Honda motorcycle mechanic to teach entry level programs. Yamaha experience is a plus.

Year round, full time employment in pleasant professional work environment with medical benefits, paid vacations and retirement plan.

Contact: James Watts

American Motorcycle Institute
Daytona Beach, Florida

AMERICAN MOTORCYCLE INSTITUTE DIVISION OF AMI INC. DAYTONA BEACH, FLA.

1-800-874-0645, ext. 313

RACERS!

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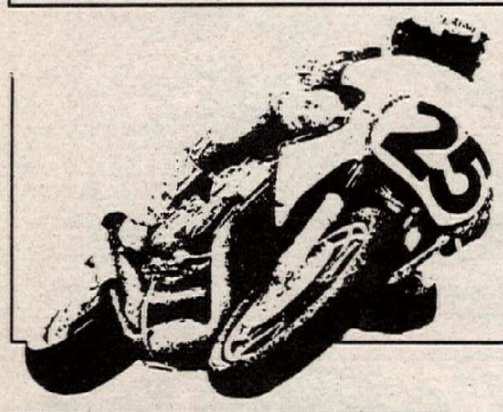
CYCLE NEWS
America's Weekly Motorcycle Newspaper



Race on the track, not on the street

TULARE CYCLE PARK
Tulare, CA Event Calendar

Sat., Dec 6 M.X. & Dirt Track Practice 9am-2pm
Sat., Dec 20 M.X. & Dirt Track Practice 9am-2pm
Sat., Jan 3 M.X. & Dirt Track Practice 9am-2pm
Sat., Jan 17 M.X. & Dirt Track Practice 9am-2pm
Sat., Feb 7 M.X. & Dirt Track Practice 9am-2pm

All minors must be accompanied by a parent or a notarized legal guardian.
INFO (209) 685-0503

GLEN HELEN SAN BERNARDINO, CA
http://www.ccweb.com/glenhelen

CALL 24 HOURS FOR RACE & PRACTICE INFO (909) 880-3090

Thur., Nov 27	No MX Practice (due to off-road race)
Sat., Nov 29	No MX Practice (due to off-road race)
Sun., Nov 30	SRA Grand Prix
Thur., Dec 4	No MX Practice (due to off-road race)

CHAPARRAL AMA PRO/AM CHAMPIONSHIP DEC. 26, 27, 28
125cc/250cc SHOOTOUT $18,500 PRO PURSE

SAFE RIDERS Insurance

Off Road Non-Sanctioned Races for Cycles/Cars

100 Speedway Lane,
Hanover, PA 17331-8917
Phone: (717) 359-7117

Competition Park Motocross
San Jacinto, Ca
Open Practice: 8:00 AM - Dusk (All Tracks)
Thursday, Friday, Saturday, Sunday
Supercross / Outdoor / PeeWee
TRACK FULLY GROOMED EACH DAY!
Race Gas Available On Site
For Race Information Call
(909) 654-2126 or (760) 633-1197

7th Annual GNC TOP TEXAN SERIES
November 16
Mosier Valley DFW
Dallas/Ft. Worth, TX
Call: 214-351-9900 www.gncmx.com
GNC MOTOCROSS

NMA
REGIONAL & NATIONAL SANCTIONS-LICENSE INFORMATION
(562) 868-8112
(909) 657-6782
P.O. Box 46
NORWALK, CA 90650
National Motosport Association

OVER ½ HILL GANG
Sun., Dec 7,
Edwards AFB, CA
The Ultimate 30+ Vet MX Club *Info: (562) 925-9634*

cma (209) 673-8080
O'Neal Central Calif. Championship MX Series
Sunday, December 7 Little Okie, Madera, CA
Sunday, December 14 Hanford, CA

CALENDAR

Calendar listings are a free service for *Cycle News* readers and race promoters. All information is the responsibility of the promoter. **Calendar listings cannot be accepted over the phone**; we must have a complete written Calendar listing on file. Use listing blank in this section. Listings must be received by Wednesday for publication in the following week's issue. We strongly suggest racers/spectators call the promoter/track to confirm details before traveling to the event.

Jan 10-11

* TENNESSEE ARENACROSS - AMA/Victory Sports Racing, Interstate Cycles, Walter State Arena, Morriston. Info: 423/323-5497 or www.victory-sports.com.

Sat, Jan 10

* FLORIDA SUPERCROSS - Northeastern Supercross Raceway, Night Race Under the Lights, Clay Track, MacClenny. Info: 904/387-4911.

* OHIO INDOOR MOTOCROSS - AMA/Marion Fairgrounds Coliseum, Marion. Info: 614/596-2057.

Sun, Jan 11

* COLORADO ICE RACES - Harry's Roamers MC, Rainbow Falls, Woodland Park. Info: 719/541-3023.

* NEW YORK SCRAMBLES - AMA Square Deal Riders MC, SDR Raceway, Harpursville. Info: 607/775-0770 or 693-2634.

* NORTH CAROLINA MOTOCROSS - Daniels Ridge SX, Taylorsville. Info: 704/758-4342.

OHIO HARE SCRAMBLES - Sunset Ramblers, Motorcycle Club of Galion. Info: 419/562-6931.

* OHIO INDOOR MOTOCROSS - AMA/Marion Fairgrounds Coliseum, Marion. Info: 614/596-2057.

PENNSYLVANIA PARTS SHOW - J&P Promotions, Motorcycle Parts Extravaganza, York Fairgrounds, in the east and west wings of Memorial Hall, York. Info: 319/462-6011.

Fri, Jan 16

* OHIO INDOOR MOTOCROSS - AMA/Marion Fairgrounds Coliseum, Marion. Info: 614/596-2057.

Jan 17-18

CALIFORNIA ROAD RACE - Willow Springs Motorcycle Club, Rnd 1, Willow Springs International Raceway, Rosamond. Info: 805/256-1234.

NEVADA EUROPEAN SCRAMBLES - MRAN Gamblers MC, Boulder City. Info: 702/641-6401.

Sat, Jan 17

* OHIO INDOOR MOTOCROSS - AMA/Marion Fairgrounds Coliseum, Marion. Info: 614/596-2057.

Sun, Jan 18

CALIFORNIA GRAND PRIX - SRA/California GP, Glen Helen, San Bernardino. Info: 714/957-2985.

* COLORADO ICE RACES - Harry's Roamers MC, Rainbow Falls, Woodland Park. Info: 719/541-3023.

MISSOURI PARTS SHOW - J&P Promotions, third annual Motorcycle Parts Extravaganza and Indoor Bike Show, American Royal Complex, Kansas City. Info: 319/462-6011.

* NORTH CAROLINA MOTOCROSS - Daniels Ridge SX, Taylorsville. Info: 704/758-4342.

* OHIO INDOOR MOTOCROSS - AMA/Marion Fairgrounds Coliseum, Marion. Info: 614/596-2057.

* TENNESSEE HARE SCRAMBLES - Mid-South Winter Hare Scrambles Series/ Lawrenceburg. Info: 615/859-0873.

* TENNESSEE HARE SCRAMBLES - Victory Sports Racing, Yamaha Kawasaki of Johnson City, Interstate Racepark, Blountville. Info: 423/323-5497 or www.victory.sports.com.

Jan 23-24

* TENNESSEE ARENACROSS - AMA/Victory Sports Racing, Interstate Cycles, Calsonic Arena, Shelbyville. Info: 423/323-5497 or www.victory.sports.com.

Jan 23-25

* KENTUCKY ARENACROSS - AMA/Action Sports Promotion Inc., Freedom Hall at the Kentucky State Fairgrounds, Louisville. Info: 614/594-6686.

Jan 24-25

* MICHIGAN NATIONAL ICE RACE - Valley Trail Riders MC, Ice Carnival Grounds, Albright Shores. Info: 517/879-3417.

Sat, Jan 24

* FLORIDA SUPERCROSS - Northeastern Supercross Raceway, Night Race Under the Lights, Clay Track, MacClenny. Info: 904/387-4911.

Sun, Jan 25

* NEW YORK SCRAMBLES - AMA Square Deal Riders MC, SDR Raceway, Harpursville. Info: 607/775-0770 or 693-2634.

* NORTH CAROLINA MOTOCROSS - Daniels Ridge SX, Taylorsville. Info: 704/758-4342.

* OKLAHOMA MOTOCROSS - Pro-Am Sports Inc., Motorcycle Raceway, Oklahoma City. Info: 405/737-2468.

Sun, Feb 1

* COLORADO ICE RACES - Harry's Roamers MC, Rainbow Falls, Woodlan Park. Info: 719/541-3023.

ILLINOIS PARTS SHOW - J&P Promotions, 17th annual Motorcycle Parts Extravaganza, Will County Fairgrounds, Peotone. Info: 319/462-6011.

* NORTH CAROLINA MOTOCROSS - Daniels Ridge SX, Taylorsville. Info: 704/758-4342.

* NORTH CAROLINA HARE SCRAMBLES - Victory Sports Racing, Yamaha Kawasaki of Johnson City, Silver Creek Farms, Morganton. Info: 423/323-5497 or www.victory.sports.com.

* OKLAHOMA MOTOCROSS - Pro-Am Sports Inc., Motorcycle Raceway, Oklahoma City. Info: 405/737-2468.

* TENNESSEE HARE SCRAMBLES - Mid-South Winter Hare Scrambles Series, Van Leer. Info: 615/859-0873.

Feb 6-7

* NORTH CAROLINA ARENA-CROSS - AMA/Victory Sports Racing, Interstate Cycles, WNC Agriculture Center Arena, Asheville. Info: 423/323-5497 or www.victory.sports.com.

Sat, Feb 7

* CANADA ARENA-CROSS - CMA/Future West, The BC Arena-Cross Championship, Abbotsford Agrifair Championship, Abbotsford Fairgrounds, Abbotsford. Info: 604/794-3824.

* FLORIDA SUPERCROSS - Northeastern Supercross Raceway, Night Race Under the Lights, Clay Track, MacClenny. Info: 904/387-4911.

Sun, Feb 8

* COLORADO ICE RACES - Harry's Roamers MC, Rainbow Falls, Woodland Park. Info: 719/541-3023.

* NEW YORK SCRAMBLES - AMA Square Deal Riders MC, SDR Raceway, Harpursville. Info: 607/775-0770 or 693-2634.

* NORTH CAROLINA MOTOCROSS - Daniels Ridge SX, Taylorsville. Info: 704/758-4342.

* OKLAHOMA MOTOCROSS - Pro-Am Sports Inc., Motorcycle Raceway, Oklahoma City. Info: 405/737-2468.

Feb 14-15

CALIFORNIA ROAD RACE - Willow Springs Motorcycle Club, Rnd 2, Willow Springs International Raceway, Rosamond. Info: 805/256-1234.

Sat, Feb 14

OKLAHOMA DIRT TRACK - Total Performance Racing, Winter Indoor Dirt Track Series, Heart of America Expo, Shawnee. Info: 918/836-6999.

Sun, Feb 15

CALIFORNIA GRAND PRIX - SRA/Carlsbad Raceway, Carlsbad. Info: 714/957-2985.

* NORTH CAROLINA MOTOCROSS - Daniels Ridge SX, Taylorsville. Info: 704/758-4342.

* OKLAHOMA MOTOCROSS - Pro-Am Sports Inc., Motorcycle Raceway, Oklahoma City. Info: 405/737-2468.

Feb 20-22

* OHIO INDOOR MOTOCROSS - Patriot Promotions, CRA points event, Summit County Arena Complex at Fairgrounds, Akron. Info: 330/948-4613.

Sat, Feb 21

* FLORIDA SUPERCROSS - Northeastern Supercross Raceway, Night Race Under the Lights, Clay Track, races every other Saturday, MacClenny. Info: 904/387-4911/ Call before you haul.

* OHIO INDOOR MOTOCROSS - AMA/Marion County Fairgrounds Coliseum, Marion. Info: 614/596-2057.

FREE CALENDAR LISTINGS

Calendar listings are a free service. Type or legibly print all the information asked for below and mail to Cycle News Calendar, P.O. Box 5084, Costa Mesa, CA 92628-5084. Calendar listings cannot be accepted over the phone; we must have a complete Calendar listing form. Listings must be received by the close of business on Wednesday for publication in the following week's issue.

Event date: _____

Type of event: _____ Pro Payback: ❑ Yes ❑ No

Event sanction/promoter/sponsoring club: _____

_____

Location of event: _____

_____

City/Town: _____ State: _____

Phone Number (with area code): ( ) _____

Website Address/URL: _____

Your name: _____

Cross Country Grand National Cross Country Final Standings

O/A
Scott Summers Hon
Steve Hatch Suz
Fred Andrews Yam
Rodney Smith Suz
Scott Plessinger KTM
PRO AA
Scott Summers Hon
Steve Hatch Suz
Fred Andrews Yam
Scott Plessinger KTM
Rodney Smith Suz
OPEN A
Rodney Judson ATK
Michael Grizzle Hbg
Dave Gunn KTM
Richard Burbick KTM
Mark Adkins KTM
OPEN B
Jason Jarvis KTM
Norm Richards KTM
Ricky Joyce KTM
Steve Linton KTM
Troy Wertz Kaw
85 (7-11)
D.R. Atwood Yam
Raleigh Thompson Kaw
Brandon Maxwell Suz
85-100 (12-15)
Cole Calkins Kaw
Jerod Deahl Yam
Joshua Knapp Hon
Seth Patton Yam
Brian Melik Kaw
SCHBY (12-15)
Matthew Bucher Yam
200 A
Scott Phelps Kaw
Heath Bennett Yam
Corey Parlin Yam
Curtis Bardonner Yam
Ronald Johnson Kaw
200 B
Steven Graves Yam
Aaron Johns Yam
Ryan Rodgers Kaw
Tom Povenski Yam
Paul Chaney Kaw
125/200 C
Bobby Hudnall Suz
Jeremy Morris Kaw
Mike McCrea Kaw
Josh Rogers Kaw
Jeff Melik Yam
250 A
Jim Jarrett Yam
Barry Hawk Suz
Robbie Jenks Yam
Ross Benson Suz
Todd Morain Yam
250 B
Jonathan Wendell Suz
Andy Shea KTM
Jason Ring KTM
Ronald Stetz Yam
Ed Boardwine Yam
250/OPEN C
Ricki McAtee Yam
Brad Hamrick Yam
Norman Feth Yam
Dave Sheehan Hon
Jacob Coy Kaw
4-STRK A
Ronnie Burnfield Suz
Harvey Whitaker Kaw
Darius Lattea Suz
John Shaffer Suz
Curt Wilcox Suz
4-STRK B
Scott Martin Kaw
Marty Michels Hon
Jeff Corra Suz
Shane Munger Suz
David Reagan Suz
4-STRK C
Michael Murphy Hon
Albert Lash Hon
David Riel Hon
Charles Ford Hbg
Thomas Morrison Hon
WMN (100+)
Becky Ford Kaw
Bonnie Hamrick Yam
VET (30+) A
Thomas Carson Suz
Tim Shephard Yam
Jeff Murgel Yam
Ronald Palermo Suz
Keith Rodgers Kaw
VET (30+) B
Gerald Greene Yam
Curtis Baldwin Yam
Clark Munger Suz
David Molnar Suz
Kerry Jackson Yam
SR (40+) A
Richard Kresic Suz
Steven Hashman KTM
Robin Miller Yam
Randy Mastin Yam
Mike McCarren Yam
SR (40+) B
Richard Stroud Yam
Mark Mihalik Kaw
Michael Schwartz Suz
Mark Yukevich Yam
Rick Thompson Kaw
S/SR (50+)
Wayne Beatty Yam
John Gallagher KTM
Frank Erbe Yam
Dave Dehner Kaw
Harry Greenlee Yam

Cross Country Grand National Cross Country Tour Li'l Beaver Round 12 Lisbon, OH October 11-12

O/A
Fred Andrews Yam
Scott Plessinger KTM
Doug Blackwell Yam
Rodney Smith Suz
Duane Conner Yam
PRO AA
Fred Andrews Yam
Scott Plessinger KTM
Doug Blackwell Yam
Rodney Smith Suz
Duane Conner Yam
OPEN A
Rodney Judson ATK
Michael Grizzle Hbg
Richard Burbick KTM
Dave Gunn KTM
Richard Bryan KTM
OPEN B
Jason Jarvis KTM
Steve Linton KTM
Steven Bower KTM
Tim Prechtl KTM
John Karcz KTM
85 (7-11)
Raleigh Thompson Kaw
Brandon Maxwell Suz
D.R. Atwood Yam
Bradley Spevock Yam
John Ayers Kaw
85-100 (12-15)
Cole Calkins Kaw
Jerod Deahl Yam
Joshua Knapp Hon
Seth Patton Yam
Willie Westbrook Hon
125/200 C
Mike McCrea Kaw
Josh Rogers Kaw
Jeff Melik Yam
Brian Sebben Yam
Matt Yukevich Yam
200 A
Joshua McLevy Hon
Heath Bennett Yam
Scott Phelps Kaw
Corey Parlin Yam
Curtis Bardonner Yam
200 B
Bobby Hudnall Suz
Ryan Rodgers Kaw
Jeremy Morris Suz
Tom Povenski Yam
Todd Morrow Kaw
250 A
Barry Hawk Suz
Aaron Kopp Suz
Ross Benson Suz
Robbie Jenks Yam
John Bennett Yam
250 B
Chuck Woodford Yam
Ricki McAtee Yam
Jonathan Wendell Suz
Andy Shea KTM
Ian Sherwood KTM
250/OPEN C
Brad Hamrick Yam
Norman Feth Yam
Jacob Coy Kaw
Jack Falbo Kaw
Bob Hudnall Suz
4-STRK A
Ronnie Burnfield Suz
Curt Wilcox Suz
Darius Lattea Suz
John Shaffer Suz
John Grimm Hon
4-STRK B
Scott Martin Kaw
Marty Michels Hon
Ron Myers Suz
Shane Munger Suz
Jeff Corra Suz
4-STRK C
Brett Lake Hbg
Kev Quesenberry Hon
Albert Lash Hon
Mathew Bostian Hbg
Michael Murphy Hon
VET (30+) A
Thomas Carson Suz
Tim Shephard Yam
Keith Rodgers Kaw
Jeff Murgel Yam
Ronald Palermo Suz
VET (30+) B
Clark Munger Suz
David Molnar Suz
Mike Copeland G-G
Kerry Jackson Yam
Curtis Baldwin Yam
SR (40+) A
Gary Semics Suz
Richard Kresic Suz
Robin Miller Yam
Randy Mastin Yam
Paul Michels ATK
SR (40+) B
Richard Stroud Yam
Mark Mihalik Kaw
James Vicheck Yam
Michael Schwartz Suz
Rick Thompson Kaw
S/SR (50+)
Frank Erbe Yam
Phil Andrews Yam
John Gallagher KTM
Wayne Beatty Yam
Dave Dehner Kaw
SPTSMN
Jeffrey Copas KTM
Shelly Kann Yam
SCHBY
Kevin Woodford Yam
Matthew Bucher Yam
WMN (100+)
Becky Ford Kaw
Jennifer Lint Hon

Cross Country Grand National Cross Country Tour Round 13 River Bottom Alton, VA October 25-26

O/A
Brian Keegan Kaw
Steve Hatch Suz
Jason Dahners KTM
Doug Blackwell Yam
Tim Shephard Yam
PRO AA
Brian Keegan Kaw
Steve Hatch Suz
Jason Dahners KTM
Doug Blackwell Yam
Brian Hess Kaw
OPEN A
Richard Burbick KTM
Mark Adkins KTM
Mark Willis KTM
Greg Holden Hon
Carl Ennis Yam
OPEN B
Norm Richards KTM
Ricky Joyce KTM
Steve Ostergard Kaw
Troy Wertz Kaw
Tim Prechtl KTM
85 (7-11)
D.R. Atwood Yam
Raleigh Thompson Kaw
Brandon Maxwell Suz
Mike LaFevers Kaw
85-100 (12-15)
Cole Calkins Kaw
Jerod Deahl Yam
Joshua Knapp Hon
Justin Maxwell Suz
Willie Westbrook Hon
200 A
Heath Bennett Yam
Curtis Bardonner Yam
Tim Mosberger Kaw
Syd Loveday Yam
Ronald Johnson Kaw
200 B
Tom Povenski Yam
Ryan Rodgers Kaw
Joey West Kaw
Darrell Adams Yam
T.J. Piro Suz
125/200 C
Mike McCrea Kaw
Jerod Deahl Yam
Jeff Melik Yam
Josh Rogers Kaw
Joshua Knapp Yam
250 A
John Bennett Yam
Barry Hawk Suz
Chuck Woodford Yam
Robbie Jenks Yam
Robert Jones Suz
250 B
Jonathan Wendell Suz
Andy Shea KTM
Ronald Stetz Yam
Ed Boardwine Yam
Dustin Beatty Yam
250/OPEN C
Brad Hamrick Yam
Norman Feth Yam
Dave Sheehan Hon
Michael Anderson KTM
Greg Green Suz
VET (30+) A
Tim Shephard Yam
Jeff Murgel Yam
Ronald Palermo Suz
Robert Kirchner Suz
Daniel Palermo Yam
VET (30+) B
Gerald Greene Yam
Curtis Baldwin Yam
Clark Munger Suz
Kerry Comer Hon
David Molnar Suz
SR (40+) A
Mike McCarren Yam
Charles Dailey Hon
Robin Miller Yam
SR (40+) B
Richard Stroud Yam
Michael Schwartz Suz
Mark Mihalik Kaw
James Vicheck Yam
Lawrence Black Hon
S/SR (50+)
Wayne Beatty Yam
John Gallagher KTM
Bruce Triplett Kaw
Dave Dehner Kaw
Robert Brendle Yam
4-STRK B
David Reagan Suz
Jeff Corra Suz
Marshall Young Hon
Shane Munger Suz
Charles Wertz Hon
4-STRK C
Matthew Bostian Hbg
Michael Murphy Hon
Kevin Quesenberry Hon
Henry Turner Hon
Todd Weimer Hon
SCHBY
Kevin Woodford Yam
WMN (100+)
Becky Ford Kaw
Cather Tankesley Hon

Motocross Horn Rapids ORV Park Richland, WA October 26

P/W (4-6) STK
Josh Quantrull KTM
Mikaela Niles KTM
Stevan Conklin Yam
P/W (4-6) MOD
Jason Peters KTM
Trevor Ivey Hon
P/W (7-8) STK
Jobe Hollenbaugh Lem
Austin Harvill Hon
P/W (7-8) MOD
Cody Cosens Cob
Greg Whitlow KTM
Katrina Ivey Hon
60 (0-8) OPEN
Kim Niles Kaw
Bobby Marton Kaw
60 (9-11) OPEN
Cassie Carpenter Kaw
Dustin Schaan Kaw
Seth Warner Kaw
80 BEG
Kevin Birch Kaw
Adam Debuck Hon
Matt Rambo Yam
80 (7-11)
Casey Evans Suz
Dustin Kapalo Kaw
Ryan Dunn Hon
80 (12-13)
Matt Charron Yam
Josh Schaan Hon
Cody Moen Yam
80 (14-16)
Kenny Lierman Yam
Shane Zike Yam
Kenny Birch Kaw
S/MINI
Kenny Lierman Yam
Kenny Birch Kaw
Shane Zike Yam
COMB BEG
Jeff Harvill Yam
Virgile Newman III Hon
Jeff Anbeluk Suz
JR
Jason Zuhlke Kaw
Ted Wolfe Hon
Steve Bilers Yam
INT
Jessie Hurst Suz
Dave Silvestri Suz
Jamie Bufman Hon
125 BEG
Eli Garza Suz
Taylor Nelson Yam
Keith Newhouse Hon
125 JR
Grant Skyler Yam
Jason Zuhlke Kaw
Mark Jordan Suz
125 INT
Jessie Hurst Suz
Derek Mahoney Yam
Franzi Tschurl Suz
250 BEG
Jeff Harvill Yam
Dave Ivey Hon
Derek Pearson Kaw
250 JR
Jeff Fidson Hon
Chris Mullinnex Kaw
Steve Gilers Yam
250 INT
Dave Silvestri Suz
Mike Pedro KTM
Alan Peters KTM
UTH BEG
Mike Kirkendall Hon
Dave Wilz Suz
VET BEG
Joe Corder Hon
Dave Ivey Hon
Tom Whiteside Kaw
VET JR
Ted Wolf Hon
Bill Nelson Hon
Raul Jasso Yam
VET INT
Dave Silvestri Suz
Jay Bird Suz
Tom Hilker Hon
O/T JR
Joe Corder Hon
Dirk Stricker Hon
Mike Warner Kaw

Arena Motocross Paris Dirt Trackers Paris, TN October 25 By Bonnie Burkeen

50
Hugh Falwell Cob
Douglas Hall KTM
Kyle McReynolds Cob
Spencer Cook Lem
Austin Wells Cob
65
Kenny Dale Orr Kaw
Blair Miller Kaw
Branden Miller Kaw
Ben Crittendon Kaw
Chase Thomas Kaw
85 JR
Damon Prince Suz
Kenny Dale Orr Suz
Ben Crittendon Kaw
Greg Lovins Yam
Steve Kissiar Suz
85 SR
Clint Burkeen Suz
William Devault Kaw
Shane Kissiar Suz
Kory Cunningham Yam
Derek Riley Kaw
SCHBY
Kyle Dangler Hon
Clint Burkeen Suz
Chris Brill Yam
Tony Schafer Hon
Derek Riley Suz
S/MINI
William Devault Kaw
Adam Manning Kaw
Kory Cunningham Yam
Eric Klinkhammer Suz
16-24
Jordan Moneymaker Yam
Darrell Blankenship Kaw
Chris Burkeen Suz
Kasie Powers Suz
Steve Nace KTM
BEG
James England Kaw
Jason Tomlinson Kaw
Mike Pollard Suz
Daniel Yarbro Kaw
Andy Beard Kaw
125 A
Eddie Proffitt Kaw
125 B
Chris Burkeen Suz
Derek Riley Suz
Steve Nace KTM
Mike Brandon Kaw
Shane Hodges Hon
125 C
Kyle Dangler Hon
William Smallwood Yam
Jason Stewart Yam
Timothy Kelly Hon
Larry Mashburn Yam
250 A
Jordan Moneymaker Yam
Eddie Proffitt Kaw
250 B
Marty Stinnett Yam
Timmy P'Pool Kaw
James Garner Hon
Rick Tyler Kaw
250 C
William Smallwood Yam
Mike Garrison KTM
Joey Bryant Hon
Mark Ingemi Kaw
Russell Hall Hon
25+
Marty Stinnett Yam
Mark Garrison Yam
Timmy P'Pool Kaw
30+
Mark Garrison Yam
Timmy P'Pool Kaw
Lonnie Evans KTM
David Reasons Hon
30+ B/C
David Reasons Hon
Lonnie Evans KTM
Bryan Jennings Kaw
40+
Mike Shelton Kaw
Rex Tyler Kaw
50+
Buddy Akers Suz
200/4-STRK
Trevor Haywood Hon
Dan Owens Hon
Justin Shelby Yam
Jake Thweatt Hon
Brad Tucker Hon

Motocross Horn Rapids ORV Park Richland, WA November 2

P/W (4-6) STK
Michael Schmeck KTM
Josh Quantrulle KTM
Mikaela Niles KTM
P/W (7-8) STK
Ray Valdez Jr. KTM
Jobe Hollenbaugh Lem
David Redinger KTM
P/W (7-8) MOD
Greg Whitlow KTM
60 (0-8) OPEN
Kim Niles Kaw
Kyle Bauder Kaw
Robby Marton Kaw
60 (9-11) OPEN
Keith Batterson Kaw
Dustin Schaan Kaw
Cassie Carpenter Kaw
80 BEG
Daniel Harris Hon
Kevin Birch Kaw
Matt Rambo Yam
Adam Debuck Hon
80 (7-11)
Craig Ehnat Yam
Casey Evans Suz
Nick Drake Hon
80 (12-13)
David Rose Jr. Kaw
Matt Charron Yam
Josh Schaan Hon
80 (14-16)
Austin Svangren Yam
Shane Zike Yam
Heath Robertson Suz
S/MINI
Brandon Layton Yam
Reid Edwards Kaw
Anthony Rudolph Yam
COMB BEG
Jeff Harvill Yam
Ian Murphy Kaw
Virgile Newman III Hon
JR
Jason Zuhlke Kaw
Steve Ellers Yam
John Carpino Yam
INT
Jessie Hurst Suz
Garhett Carter Yam
Dustin Lyon Hon
125 BEG
Keith Newhouse Hon
Taylor Nelson Yam
Reid Edwards Kaw
125 JR
Jason Zuhlke Kaw
Raul Jasso Yam
Kevin Granger Hon
125 INT
Garhett Carter Yam
Jessie Hurst Suz
Jeff Conway Kaw
250 BEG
Jeff Harvill Yam
Dave Ivey Hon
Ted Arnold Hon
250 JR
Steve Ellers Yam
Eric Gibson Suz
Scott Helgeson Kaw
250 INT
Dustin Lyon Hon
Mike Pedro KTM
Jamie Bofman Yam
250 PRO
Don Bisceslin Hon
UTH BEG
Dave Wilz Suz
Rich Batterson Kaw
VET BEG
Tom Whiteside Kaw
Ted Arnold Hon
Joe Corder Hon
VET JR
James Dickman Hon
Joel Schaan Kaw
Dave Eakin Hon
VET INT
Jay Bird Suz
Chris Hutzelman Hon
Greg Nelson Kaw
WMN
Joni Bisceglia Suz
Meri Jo Arlin Hon
O/T JR
Dan Fitch Suz
Bob Harrison Hon
O/T INT
Chris Hutzelman Hon
Dave Eakin Hon
Joe Corder Hon
OPEN JR
Chris Drake Hon

Grand Prix GFI Elsinore Grand Prix Lake Elsinore, CA November 8-9

UNCLS
Destry Abbott
Lance Smail
Cole Marshall
Russell Pearson
50 BEG
Mark Johnson Jr.
Travis Baker
David Meade
Jesse Blackwell
50 NOV
Matt Richardson
50 INT
Blake Baggett
Blake Harber
50 EX
Brandon Large
60 BEG
Cody Currie
Ricky James
Rickie Fowler
Casey Huntley
Steve Lantz
60 NOV
Hollis Lusk
Phillip Bruscella
Charles Pearson
Brock Harden
Ryan Mahherbe
60 INT
B.J. Bohrer
60 EX
Mike Alessi
80 BEG
Jason Domann
Jess Remp
Brian Melsheimer
Jeff Vaughn
Travis Buckingham
80 NOV
Nathan Jones
Brent Harden
Jeremy Malott
Chad Gaumer
Zac Wray
80 INT
Anthony Bruscella
Jeremy Keiper
Mickey Griffin
Danny Mohr
Shane Kelly
80 EX
John Hateley
WMN BEG
Denise Lane
Lindsey Higgins
Annette Ruggirello
Pam Skinner
Amber Pickett
WMN NOV
Amber Tintsman
Kim Milewsky
Lydia Hoeppner
Brenda Janowski
Laurie Maly
WMN INT
Candy Hateley
WMN EX
Bonnie Warch
Kelly Yancy
Tami Rice
Lynette Davis
125 BEG
Che Smith
David Dunham
Todd Bartholomew
Ryan Beauchamp
Eric Child
125 NOV
Chris Scott Kelly
John Rogers
Richard Woodson
Sam Barton
Travis Anway
125 INT
Gary Trachy
Cole Gress
Bullfrog Newcomer
Jose Polasek
Kenny Miller
125 EX
Ty Davis
Lance Smail
David Rees
Mike Baker
Don Upton
250 BEG
Kris Kanzler
Sam Higgins
Beau Gasinski
Chris MacCluggage
Kelly McCulley
250 NOV
Colin Yates
Bill Johnson
Rudy Rodriguez
Josh Meehan
Scott Carroll
250 INT
Gary Trachy
Tracy Meeks
Todd Gould
Jose Polasek
Doug Young
250 EX
Ty Davis
Ryan Hughes
Mike healy
Mike Baker
Steve Lamson
LGD
Brent Wallingsford
Jim Domann
Scot Harden
Mart Moates
Bob Rutten
OPEN BEG
Dan Krattiger Hon
Jim De Carlo Hon
Jason Kent Suz
Jay Wahl Hon
Ethan Allen Hon
OPEN NOV
Bryan Menne
Erik Helma
Spencer Weinstein
Den Waite
Mark Johnson
OPEN INT
Tom Knapp
Bill Jarvis
Hans Vanderwall
Gary Lowery
Thomas Englehardt
OPEN EX
Destry Abbott
Nick Pearson
Cole Marshall
Steve Drew
Mike Healy
4-STRK
Lance Smail KTM
Mike Healey Hon
Nick Pearson
Randy Norman Hon
Cole Marshall
BMBR
Steven Furman Suz
John Le Fevre Hus
George Pennington Hon
Thomas Englehardt Yam
Ross Gregory Hon
25+ BEG
Dennis Gilbert Hon
Steve Grieb Hon
Vince Von Ranzow Hon
Chad Bolton Hon
Ron Hinson Yam
25+ NOV
Joe Lawwill Yam
Sean Finley
Scott Hoffman
Eric Weber Hon
Johnny Jump Kaw
25+ INT
Revelle Harrison KTM
Jody Monteforte Hon
25+ EX
Ty Davis Kaw
Destry Abbott KTM
Matt Harper Yam
Bryan Brunning Yam
30+ BEG
Jeff McMullen Kaw
Mitch Ordaz Hon
Jeff Davis Hon
Robert Becker Hon
Ron Knott Kaw
30+ NOV
Tony Sandoval Yam
Scott Gross
Kelly McCulley Yam
Greg Rainville Yam
Brett Driscoll
30+ INT
Tracy Meeks Kaw
Todd Gould Suz
Randy Bennett Hon
Scott Russell Yam
Eric Torkko Hon
30+ EX
Brent Blount Kaw
Brian Manly Kaw
Jimmy Roberts Hon
Jeff Evans
35+ BEG
Carl Fischer Hon
Steve Smotherman Hon
Robert Bucy Hon
Peter Mayforth
Mark Johnson Sr. Hon
35+ NOV
Steve Walker Hon
Robert Werschey Yam
Bill Johnson Suz
Stanley Hammer KTM
Mark Ault Yam
35+ INT
Willie Phee Hon
John McCormick Yam
Kenny Allen Hon
Larry Gross Yam
John Janssen Yam
35+ EX
Mike Baker Hon
Jeff Ward Kaw
Scot Harden KTM
Bob Russell Kaw
Ron Lawson Yam
40+ BEG
Randy Snyder Suz
Scott Wilson Hon
Mike Malherbe Yam
Jeff Powell Hon
Rick Wernli Kaw
40+ NOV
Bryan Menne Hon
Den Waite Hon
Bill Waite Hon
Mark Heller Hon
Greg Higgins Hon
40+ INT
Tim Marsh Hon
Karel Kramer KTM
Greg McCarthy Hon
Thomas Englehardt Yam
Glenn Perry Kaw
40+ EX
Scot Harden KTM
Jim Beauchamp Hon
Ron Turner Yam
Richard James Jr. Kaw
Davis Aldana Suz
50+ BEG
Steve Stone KTM
Donald Underwood Hon
Steve Shaw Hon
Rob Hill Hus
Joe Prosser KTM
50+ NOV
Robert Beggs KTM
Boyd Abbott KTM
Gerard Freedman Hus
Bill Alvord Hon
Ray Thigpen KTM
50+ INT
Mike Brooks Yam
Terry Moriarty
John Rice Yam
50+ EX
John DeSoto Hon
Gary Bailey Kaw
Jim Roberts
Frank Harlan Yam
Terry Moriarty Hon
HAMEL 100
Steve Lamson Hon
Destry Abbott KTM
Steve Drew KTM
Mike Baker Hon
Russell Pearson KTM
D/SPT
Marty Moates Hon
Tom Knapp Hon
Billy Hamil
Pat Maloney Hon
Steve Brunelle Hon

Send results of races ASAP after the event to: Results, Cycle News, P.O. Box 5084, Costa Mesa, CA 92628-5084. Results should be typewritten, and include the type of event, name of race track, city and state where located, date of event, name of person submitting the material, the top five finishers in each class, and the brand of bike each finisher rode.

CYCLE NEWS

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	6 months	25 issues	$61.00
	Trial sub.	15 issues	$37.00
ALL OTHER COUNTRIES	1 year	50 issues	$130.00
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WANT ADS

HELP WANTED

ASS'T. SALES MANAGER - Large volume Honda Yamaha Sea-Doo dealership in Delaware. Sales experience required. Send resume to "Hey" 620 Pulaski Hwy., Bear, DE 19701. (302)322-4120. DE.

Malcolm Smith Motorsports

Assistant Parts Manager needed to handle day -to - day operations of parts department in our multi-line motorcycle and personal watercraft dealership. Previous management experience helpful, but not necessary. Positive attitude and ability to work well with others is essential. We offer an excellent wage and benefit package in a progressive, enthusiast driven environment. Contact John Stanley at (909)687-1300 or fax resume to (909)687-3819. CA.

EXPERIENCED TECHNICIAN and parts person needed for Northern California Honda Yamaha dealer. Call Jeff at Mach 1 Motorsports (707)643-2548. CA.

Join The White Brothers Team

Attention Parts/Service Managers or qualified candidates, here is a great career opportunity! White Brothers is expanding their Catalog Department. Assist in the preparation of their motorcycle, watercraft and bicycle catalogs. Must be detail oriented, possess excellent typing/word processing skills (Windows and Microsoft Word), familiar with inventory control systems and strong technical background. Submit resume to White Brothers, Attention Catalog Dept., 24845 Corbit Place, Yorba Linda, CA 92887 or fax to (714)692-5220. CA.

Live The Rocky Mountains

Denver metro area - career opportunities available with expanding Honda/SeaDoo dealership. General Manager, Office Manager, Sales, F&I, Parts, Service. Excellent pay programs, benefits. Franchised dealership experienced required. Fax resume with income requirements to (303)238-6818. CA.

Parts Person

Northern California's largest Kawasaki and Yamaha shop needs top notch parts people. Must be a team player, and have a "Customer Comes First Attitude". Fax your application to Dave, (510)537-4283. (510)537-2257. CA.

Dynojet Is Vegas Bound!

Dynojet, makers of world famous motorcycle jet kits and chassis dynamometers, is moving to Vegas this winter. We need experienced motorcycle Tech and Sales people to be part of the core group that propels Dynojet into the 21st century. Exciting career and great benefits. Call Dave Koshollek at (800)992-4993.

Sales And Service Staff

For a growing BMW dealership in San Diego. (619)286-1971. CA.

Wanted: Outside Sales Reps:

GA, TX, SC, NC, OH, IN, IL, MN, NY - Are you More than an order taker? Are you a proven Salesperson who knows their way around hard parts, can determine and satisfy dealer issues, and can present and sell value? Then White Brothers has an exciting opportunity for you to represent one of the fastest growing, most versatile manufacturer/distributors in the powersports industry. With White Brothers you'll be able to fill dealer needs in off-road, ATV, on-road sport and cruiser, Harley-Davidson and personal watercraft. Please submit your resume, along with the names of other lines you currently rep, and a description of the geographic area you serve, to: Director of Sales & Marketing, c/o White Brothers, 24845 Corbit Place, Yorba Linda, CA 92887 or fax it to (714)692-3409. CA.

PPS Needs You!

If you have experience with motorcycle suspension and would like to be part of a world renowned suspension team, please contact Stig at (714)630-4777 or fax resume to (714)630-4788. CA.

Customer Service

Immediate opening for individual with motorcycle industry and computer knowledge. Please contact Debbi at PPS (714)630-4777. CA.

IN SOUTH ORANGE COUNTY, CA - Seeks self-motivated team players for the following positions: DISTRIBUTOR SALES ACCOUNT MANAGER - responsible for Lockhart Harley-Davidson Oil Cooler sales to distributors and sportbike accessory sales to international distributors. Knowledge of Harley-Davidson and sportbike models necessary. Applicant should have experience as an account representative and/or sales and customer service background. — SALES AND CUSTOMER SERVICE REPRESENTATIVE - To service dealerships and process orders. Proven customer service skills and sales background necessary. Applicant must have basic computer skills and knowledge of sportbikes. Join Our Winning Team! Please fax resume to: (714)498-1594 or call (800)221-7291 (EOE). CA.

Service Manager

Los Angeles area Honda/ Yamaha/Kawasaki motorcycle and watercraft dealer is seeking an experienced, professional service manager. Please be profit oriented, organized, creative, have good people and management skills. Be computer literate and capable of running a high volume shop. Our technicians and parts department are excellent. Position available December '97. Kolbe Honda/ Yamaha/ Kawasaki - established 1959. Contact Bill McLean (818)348-7865. CA.

General Manager - Northwest

Mid sized multi brand dealer looking for experienced person for General Manager. In addition to being a team player, a strong sales and customer service background is a must. Excellent salary, benefits, buy-in possibility, etc. come with this opportunity. All inquiries held in confidence. Forward resume, earning history, etc. to Division G, P.O. Box 5084, Costa Mesa, CA 92628-5084.

MASTER HARLEY SERVICE TECH wanted by Huntsville, AL. High growth dealer moving to new store 1/98. All professional staff, dealer enthusiast with open door, sign-on & moving, all bennies including simple 401. Earnings, work, and personal background required. Mtn-lakes region of N. AL. has highest income of the entire S.E., best schools, services, etc. Expense reimbursement for qualified prospects' 2-day personal interview. Call Terry at Alabama Harley-Davidson (205)837-9021 or Fax (205)837-7909. AL.

Mechanics Wanted

Motorcycle and Watercraft, permanent and full time, benefits available. Experienced only. Please call Mid Cities Honda/Kawasaki SeaDoo (562)531-1225 ask for Joe. CA.

Want A Career In The Industry?

Motul lubricants is growing and is looking for an outside sales promoter to help our distributors and dealers sell our products. Based in Pomona, CA, covering California, Arizona and Nevada. Nationwide traveling possible. Fixed salary + bonus. Good driving record req'd. Fax resume at (909)625-2697 or send: 790-C Indigo Court, Pomona, CA 91767.

Sunny Las Vegas

Need competent, reliable people in our Service Dept. Plenty of work guaranteed minimum for 4 stroke Tech, salary for Service Manager / Writer. Ins. paid, flex work week available. Let me know your needs. EOE M/F - Kawasaki of Las Vegas, 3800 N. Rancho Dr., 89130. (702)656-1955, fax (702)656-0277 Attn: Dale. NV.

BMW Of San Francisco

Northern California's first full line BMW retail center seeks professional career oriented individuals for our new motorcycle franchise. IMMEDIATE OPENINGS: Sales Manager, Sales People and Master Technicians. Excellent, stable, guaranteed monthly compensation and benefits. Moving assistance available. Enjoy our 12-month season. BMW enthusiasts need only apply. Fax resume (415)863-9958 or call (415)551-4220. CA.

Sales Persons Wanted

Oldest Honda dealer in Northern California is expanding. Good commission base and benefits, clean air, affordable housing, good schools, on large lake, next to off-road riding area. Please fax resume to (707)263-9009. Serious inquiries only. CA

Distributor Opportunities - CA

R&D TECHNICIAN - Good communication skills. Three years minimum franchise dealer experience in Parts and Service Dept. INSIDE SALES TRAINEE - Two years dealership experience or sales experience and motorcycle product knowledge. Fax resume - Attn: Joyce (408)727-4514. Phone (408)727-6767. CA.

Sales Manager / Finance Manager

Rapidly growing 4-Line store needs an experienced Sales Manager and Finance Manager. Great pay and a fun company to work for. (402)474-7777 Ask for Robert. NE.

Service Manager

Sacramento's largest motorsports dealer is seeking a top notch Manager. Person must possess excellent organization and communication skills. Must be self motivated. Mail resume to Good Times KSD - 5000 Madison Ave., Sacramento, CA 95841. CA.

Service Tech Wanted

Start immediately and spend the winter in Orlando, Florida. Suzuki, Triumph, Tigershark Dealer has full time position with benefits. Fax resume and compensation history to (407)578-6823 Attn: Thad. FL.

TEAM MEMBER NEEDED: Seeking individual with good people skills who can assist with the counter, phones, and shipping. Fax or mail resume to Z Racing (714)449-1374. CA.

Experienced Technician Needed

Technically oriented, meticulous, motivated individual needed for established independent dealer. New service facility, complete machine shop and dyno. Motorcycle Performance, Madison, WI (608)238-1195.

Sales Person Needed

Top volume Honda, Kawasaki, Sea-Doo dealership in So. California seeks a professional sales representative. Make an investment in yourself at this 20 year location. Great work environment, top commissions, opportunity for advancement. Call Art at (562)945-3494 or fax (562)693-9478. CA.

Inside Sales Positions (3) Available

White Brothers is seeking motivated individuals to join our Inside Sales Team. We are growing and must expand our Sales Force to keep up with increasing demand for our products. The ideal applicant will have knowledge of motorcycles, ATV and watercraft (Harley knowledge a plus) and should have some dealer experience, particularly behind the parts counter. This is a job for someone who thrives in a fun, but challenging and fast-paced environment. Good phone skills, basic computer skills, problem-solving capabilities and the ability to relate to dealers will help you succeed. Full-time hourly position with good benefits package and paid holidays. For consideration, send your resume to White Brothers, 24845 Corbit Pl., Yorba Linda, CA 92887, Attn: Billy Ramsey, or Fax to (714)692-3409. CA

White Brothers Warehouse Positions

WB is looking for hard woking, reliable people to work in warehouse. Fill out application @ 24845 Corbit Pl., Yorba Linda or call (714)692-3404. CA.

POSITION WANTED

Mechanic - Driver

Available now for Supercross and Outdoor Nationals. Dependable, quality work. Evan (541)688-8062, please call evenings. OR.

BUSINESS OPPORTUNITIES

Motorcycle Salvage

10 YEAR + inventory for sale, 500 plus bikes and parts. Phoenix, AZ. (602)966-0101. AZ.

GREAT LIVING IN ONE OF THE TOP 50 CITIES. Established Arkansas Honda motorcycle dealership with 30 year history. Second owner retiring. Other franchises: Sea-Doo, Arctic Cat, Honda P/E. Qualified & serious inquiries only. Call (501)646-8193. Ask for Alice. AR.

L.A. Triumph #1 In U.S.

Working Partner(s) Wanted for expansion of 4.0 million+ in sales. L.A. Triumph, Honda, Suzuki. Near ocean, airport, 405 fwy. Call Larry (310)677-5800. CA.

LET THE GOVERNMENT FINANCE your cycle - related small business. Grants / loans to $800,000. Free recorded message: (707)448-0270 (KB7). CA.

COLLECTORS

IMPORTED ANTIQUE REPLICAS. 19" handpainted cast resin. Metal wheels, rubber tires. "Impressive." $159.95. Dealers welcome. (541)673-6059. OR.

70's Vintage MX Videos

1) Marty Smith "To Be A Motocross Champion". The enticing story of national motocross champion, Marty Smith. 2) Roger Decoster, "Portrait Of A Champion". Follow Roger through the 1974 Transama series. These videos are professional remastered first time limited edition Peter Starr Productions. $32.95 each, includes shipping. (573)335-7684. MO.

BULTACO PARTS, NEW AND used, and t-shirts too. Lynn (702)267-2103 or www.bultacoparts.com. NV.

Two BSA B50 MX

1972 BSA B50 MX, showroom condition, unrestored complete original, runs great $2,995 / obo. 1973 B50 MX unrestored complete excellent condition, runs great $2,395 / obo. Call for photos and details. Buy both $4,800. Delivery available. (512)219-7418. TX.

1974 BSA A65, RUNS GOOD - $2,700. 1974 Maico 250MX, very nice - $1,500. Zundapp 125cc with Steen frame, needs work - $200. 2 Kawasaki 2-stroke fuel tanks - $75. Kawasaki 400cc 3 cyl. engine - $75. 1974 XL350 engine and spares. Bert (520)646-5710. AZ.

1971 Husky 400cc

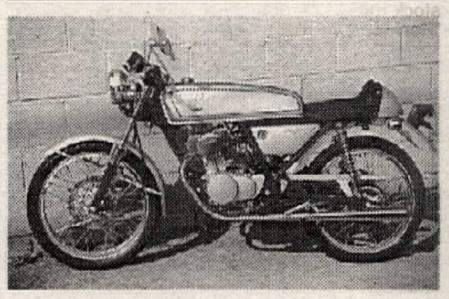
4-speed, perfect condition, ready for vintage MX. $1,095. (562)630-3709. CA

FACTORY KAWASAKI TF 250. FACTORY YAMAHA OW 250. Serious callers only! (760)744-8052. CA.

MANX Norton 1958

500cc short stroke, ex-Tom McGill, ex-Tupper Robinson, Five speed Quaife gearbox, trick head, Vertex-Team Obsolete magneto and much more. Some extras included. Team Obsolete - see more info and photos on our website at www.teamobsolete.com or call (718)596-0504, Fax (718)596-6443. email info@teamobsolete.com - NY.

BULTACO PARTS FROM 1960'S to 1979. (281)351-0075. TX.



HONDA DREAM 50. New replica of CR-110. Four valve DOHC, 13,500 rpm single. Three in stock - $4,500. Garage Company. (800)393-3766. CA.

1973 Yankee Z

Completely restored, 1,200 miles, all original. Best offer. (406)585-9100 or (406)439-1211. MT.

BSA MX
ex-Factory Team, Circa 1968, super trick - 420cc short stroke motor, magnesium castings & titanium bits, serial #CDE 80 (Comp. dep't. Experimental), stored 25 years. Call (718)596-0504, Fax (718)596-6443. email info@teamobsolete.com - NY.

HONDA YAMAHA SUZUKI PARTS - New, used, after market and stock. '73 - '85. (602)561-9021. AZ.

HUSQVARNA PARTS & BIKES. Sell, buy or trade 1966 - 1978. PST. (714)489-5940. CA.

NSU 250 MAX Engine
In good shape with pipe and carb. $250. (408)625-2085. CA.

INVESTMENT, COLLECTOR, SHOW HARLEY: 1992 Daytona, owned and registered with HD by Lou Reed. "Take A Walk On The Wild Side." (414)305-1000. Price $29,000. WI.

SEVERAL VINTAGE CZ MOTOCROSSERS. (760)744-8052. CA.

SUZUKI 1974 GT550. 1,400 miles, parting out. (703)742-9227. VA.

Kawasaki 2-Stroke Triple Parts
Tanks, tails, side covers, instruments, exhaust, wheels, fenders, wiring harness, electronics, too many parts to list. Eastern Cycle (978)922-3707. MA.

YAMAHA ENDURO & MX PARTS. 1968-1981. http://members.home.net/vintagedirtandtrail. (714)249-7680. CA.

GENERAL MERCHANDISE

Wanted: Front Forks YZF600
(320)354-4461. MN.

10 BIKES FOR SALE: Mostly GS1100s and GS1150s. Some KZ1000s. Starting at $4,000. Call for details. Dennis Mahony (404)634-1697. GA.

Bent Tee Shirts
100% Pre-shrunk cotton adult S-XL $15.95, XXL $17.95. Special offer: buy 2, get free freight and stickers. Visa and Mastercard, sorry no C.O.D. (800)323-7734, fax: (602)269-5039. E-mail: BEBENT@AOL.COM - AZ.

FBF 1026cc Ducati 916 SPS
#130 996SPS Ferracci stroker motor, titanium rods, high comp. pistons, "G" cams, dual injectors, etc. CA reg. $33,000. (510)526-6010. CA.

1995 APRILIA RS250. 1,500 original miles, rare California titled registered! Many expensive extras, absolutely mint. $10,800 or best offer. (650)917-9589. CA.

1983 XR1000. 3,700 MILES, all original, many extras. $8,800. Evenings (814)849-7446 PA.

Bimota x 2
1985 DB1, all original 2,500 miles - $11,000. 1991 Tesi 1dSR, all original 1,800 miles - $16,000. Both bikes are perfect, never down. Call Ron (303)694-1111. CO.

FZR 400, 600 Race / Stock Parts
1990 400 stock motor, 600 Carillo rods, 32mm flat slides, ZX-6 33mm flat slides, 1990 400 swingarm, frame, rotors, front end, wheels, etc. 600 crank, stock rods, YZF 600 crank, stock rods. Ask for "Ron" (407)723-2380. FL.

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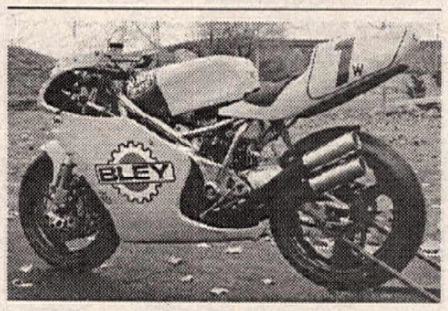

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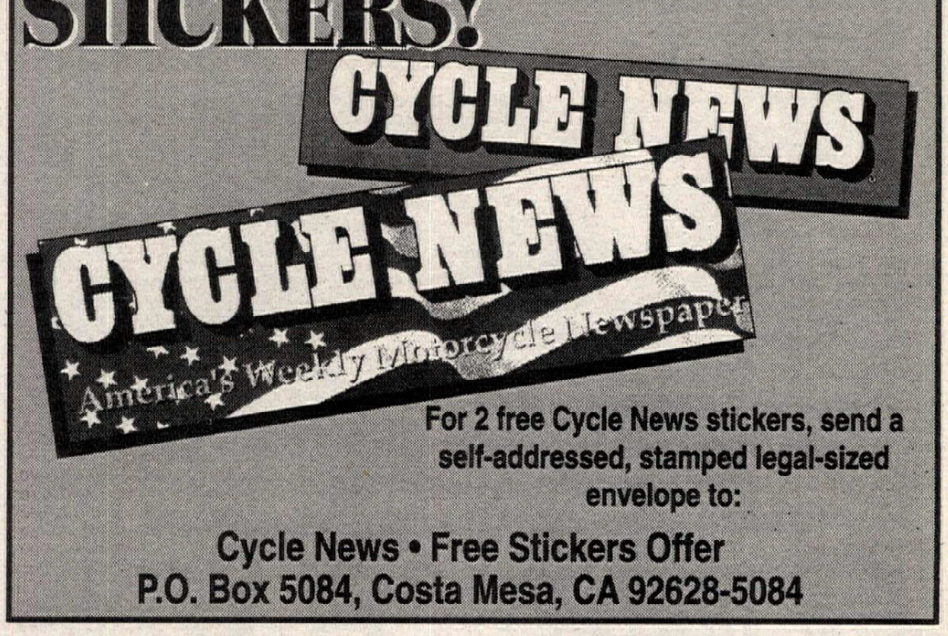

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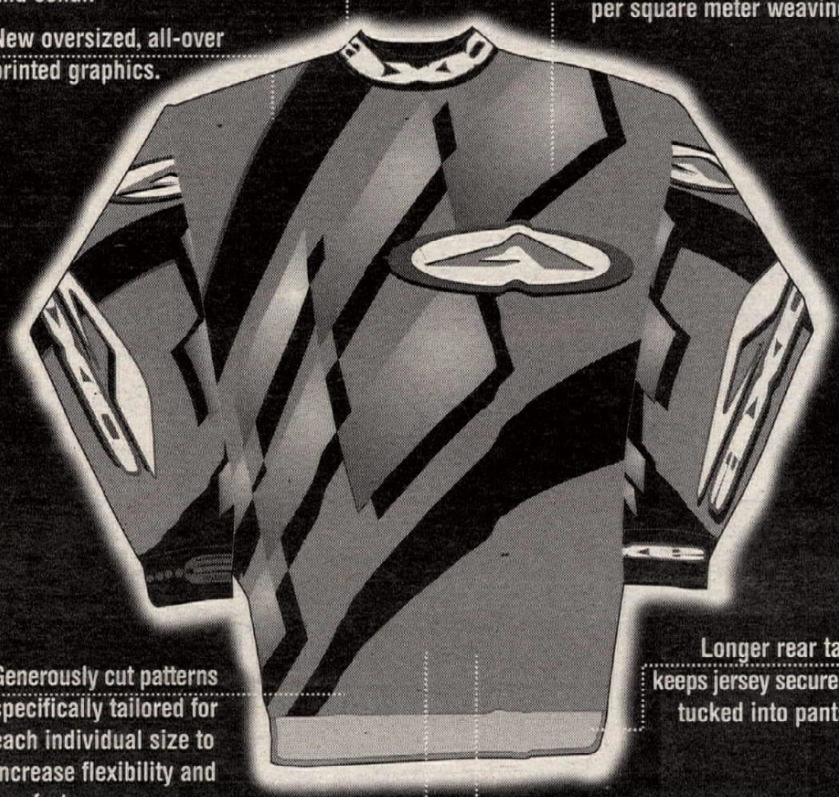

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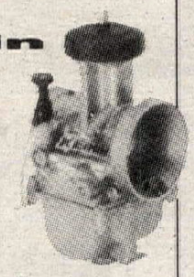

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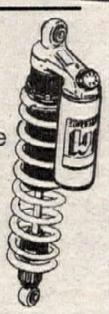

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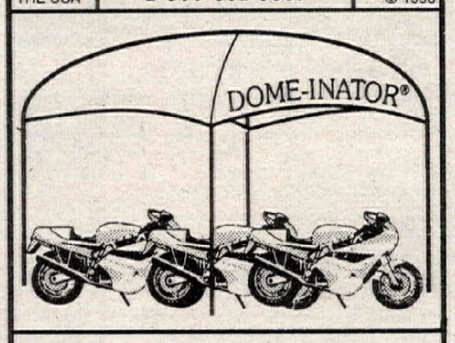

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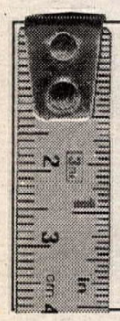

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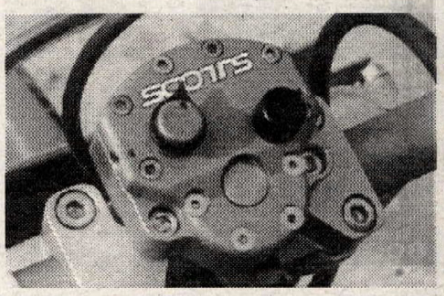

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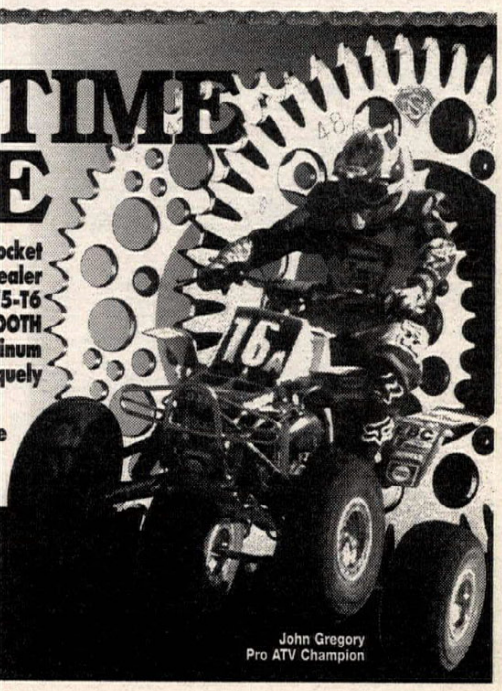

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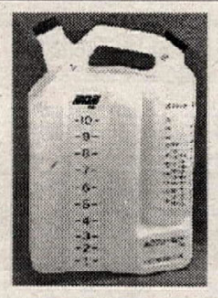

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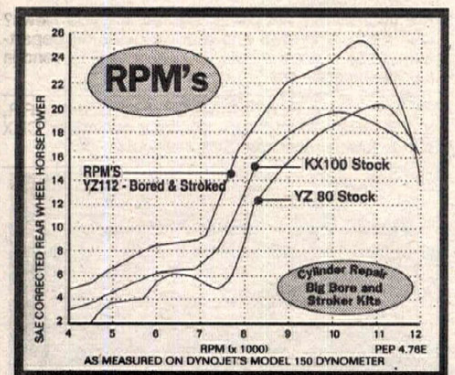

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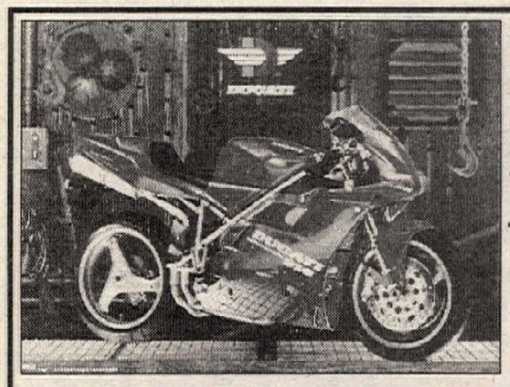

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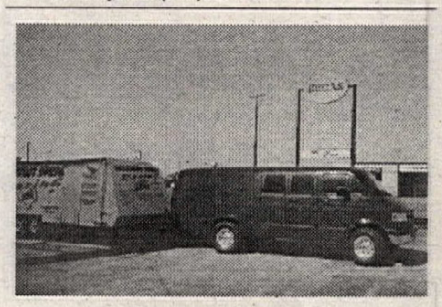

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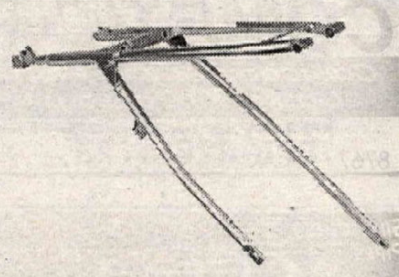

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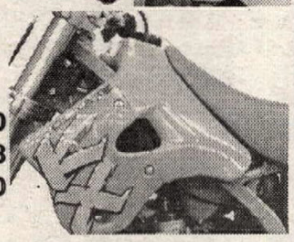

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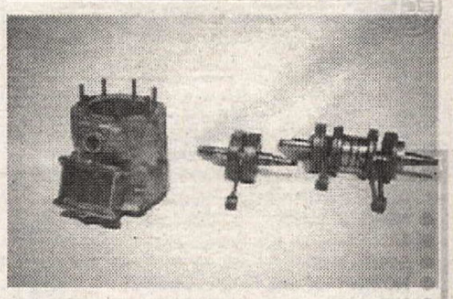

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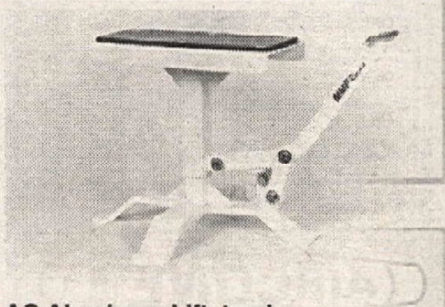

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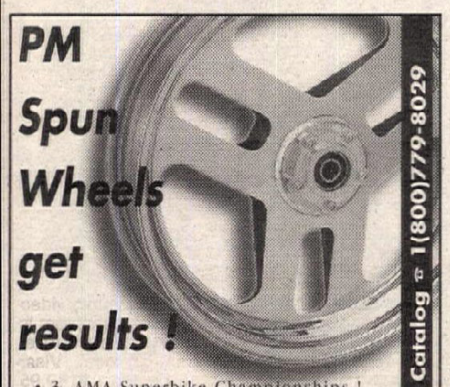

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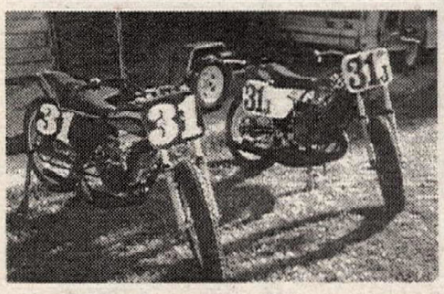

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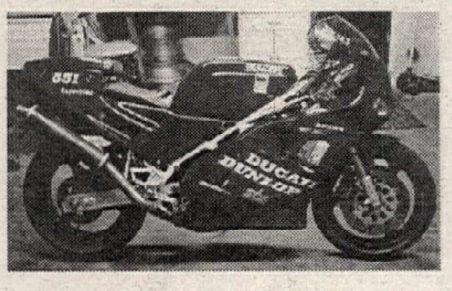

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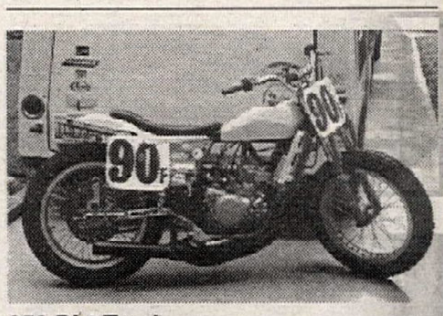

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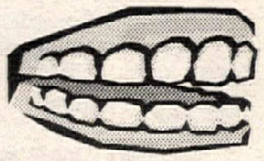

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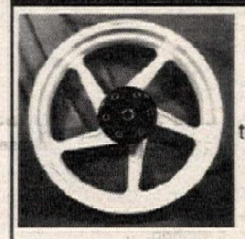

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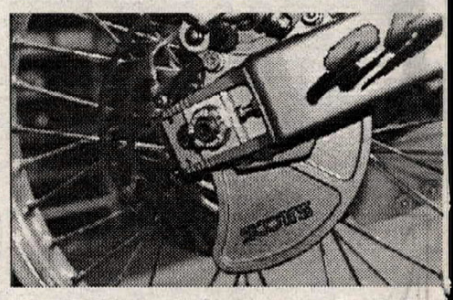

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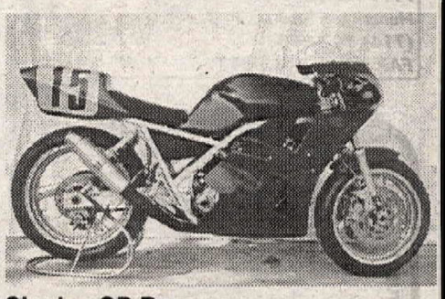

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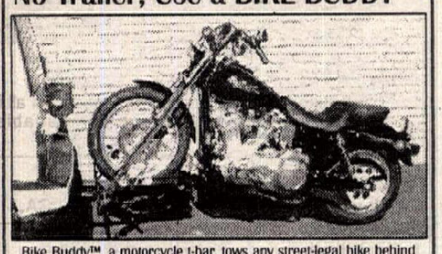

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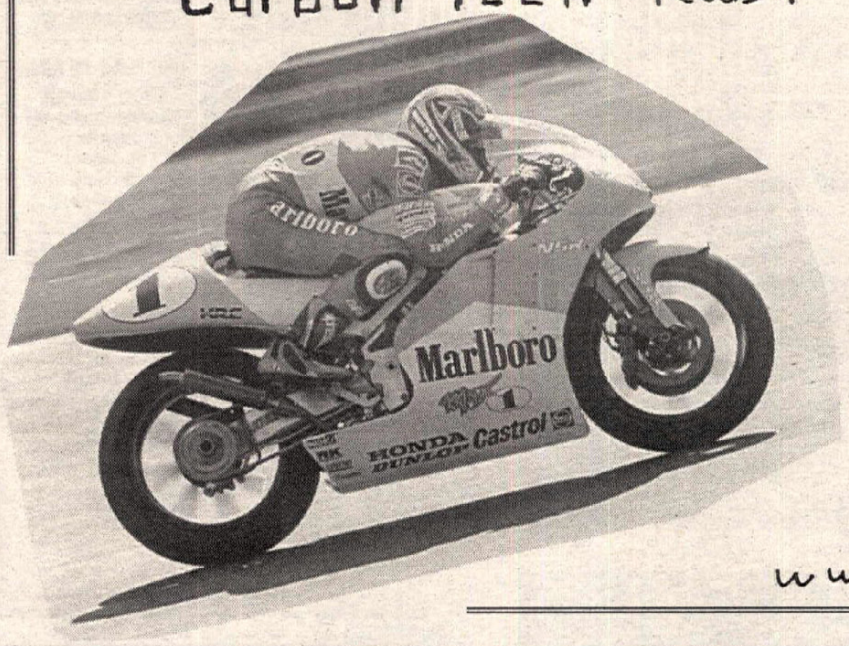

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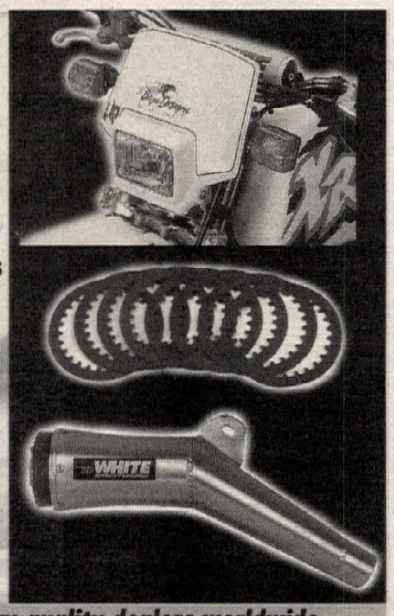

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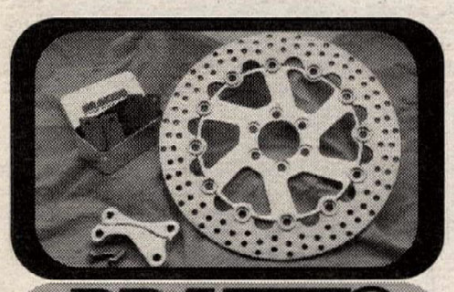

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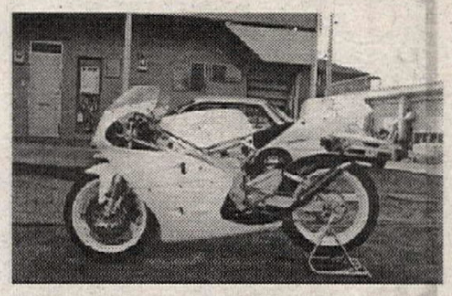

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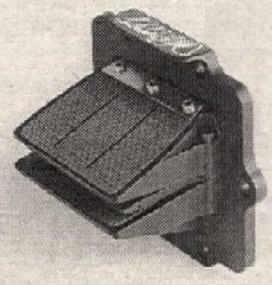

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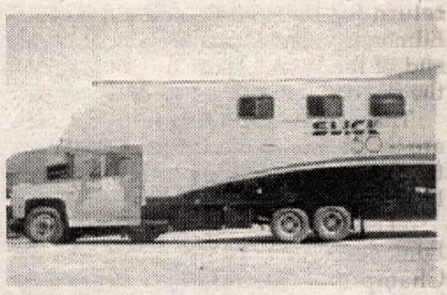

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ACROSS THE ATLANTIC

BY GEOFF MEYER

Without a doubt, enduro racing in Europe is heading for repair. With England's Paul Edmondson already spending his time in America, now comes the news that Australian Shane Watts will be heading to the United States for a complete season.

While Watts will return to Europe to contest the World Enduro Championships, he will live in the United States and spend most of his weekends doing AMA-sanctioned events.

So why all the fuss about American Enduro competition? Why have two of the most recent World Enduro Champions headed to America to prove their skills?

As in all things, money talks. American off-road/Grand National Cross Country racing is filled with bonuses, and if you think the sudden arrival of "Eddy" and "Wattsy" is the end of what could be a big problem for American off-road money-earners, think again. Contingency money in Europe is very low - that is, if you can get your hands on some. Riders have been given minimal return for their wins, and riders like Edmondson and Watts see a light at the end of the tunnel. That tunnel leads to the far continent of the United States.

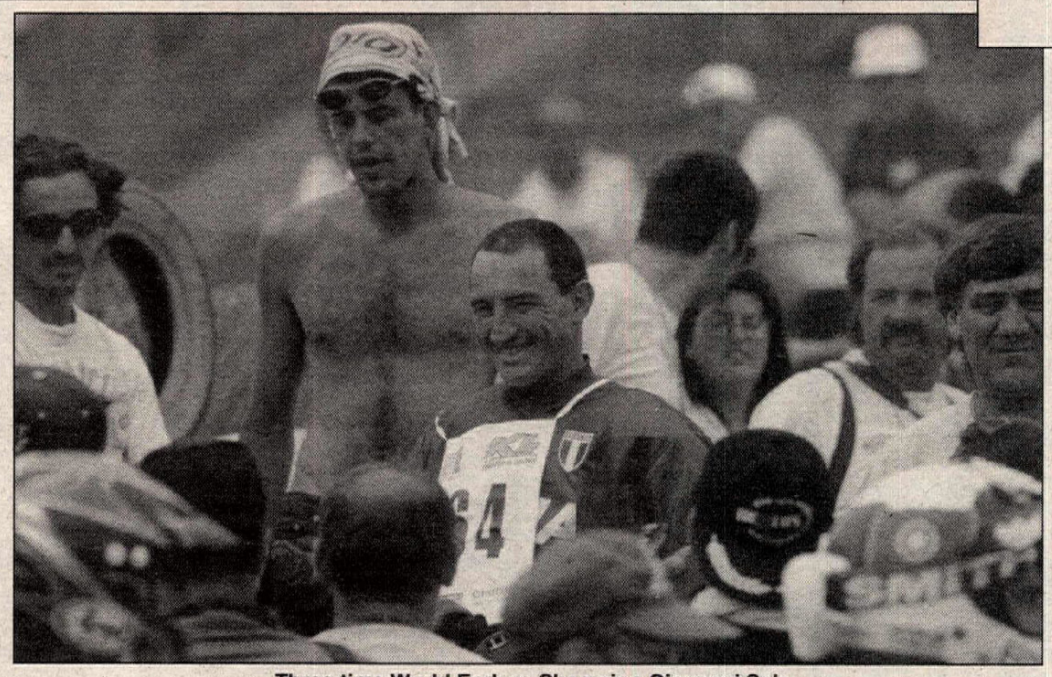
The word is spreading fast. Not only are the events in the United States better, but they are more competitive; at least that's Paul Edmondson's opinion.

"There is no comparison," said Edmondson, a four-time World Enduro Champion. "Europe is a long way behind. I made good money from my racing in Europe, but it came after some hard work. It's very professional in the United States; you ride for the Suzuki team like I do, and it's a complete team."

Watts feels the same.

"I want to live in America," Watts says. "It's much better than being holed up in Germany or Italy, and the chances of making good money are very good in the United States - and money talks."

Giovanni Sala, the rider many consider to be the greatest enduro rider of all time, wants to get to America. However, the three-time World Enduro Champion lacks good English skills, and that could limit him in America. However, if you are looking for a rider who captures everyone's attention, Sala is your man. Even World 500cc Motocross Champion Joel Smets is setting his sights on some AMA off-road events in the early part of 1998.



Three-time World Enduro Champion Giovanni Sala

"I rode a couple of races (in the United States) a few years ago and it was a lot of fun," Smets says. "If the right deal comes along and the weather is not good for training in Europe, I'll head to America."

While Smets' intentions are only for the preparation of his 500cc MX defense, his wish is to get good speed in good conditions.

If you have ever been lucky enough to get to and watch an enduro in Europe - and I'm not talking about the greatly witnessed International Six-Day Enduro, but a round of what was once called the European Championship, now the World Championship - you'll be very disappointed. While a round in Italy might be held in the high altitude of the Alps, in countries like Finland or Sweden or, for that matter, Holland or Germany, you can expect to see a lot of road racing. This year's ISDE, held in Italy, was, although a great event, run on many roads, while last year's ISDE in Finland was a complete road racing event, with a little dirt thrown in. Rounds in Spain and Portugal often hold great courses, but organization is sometimes lacking - and sometimes is nonexistent. Let's face it, the *World* Enduro Championships have only just made it out of Europe, now with a round set to be held in South America in 1997, so the complete series is in change.

I'm no expert on American enduro or off-roading events, but I'll tell you, I was lucky enough to get to the Ocala Grand National Cross Country event held in Florida in 1997. To say I was impressed would be an understatement. Sure, Ocala is the biggest event in the Grand National Cross Country season, but after talking to several riders and team owners, it was very obvious that all the rounds of the GNCC series are big-time.

Then there are the courses. Edmondson, one of the all-time great technicians of World enduro and a great believer in bike control, loves the tracks in America.

"It's opened up my whole feel for a bike," Edmondson said after his first few race in America earlier this year. "You really have to use your head. It's not like in Europe, where you might not see another competitor for the whole day. Here you have to use everything to get a win, not just speed."

The major thing that brings the bees to honey is money. Sponsors - such as Moose, Pirelli, Arai, Acerbis, Answer, MSR, Honda, Yamaha, Suzuki, Husaberg, Kawasaki, KTM, Bel-Ray, Pro-Circuit, Alpinestar, Smith and just about any other manufacturer of clothing, motorcycle, chains, oil, or whatever - are lining up to give extra money to those who earn it. In Europe, it's more a matter of "get what you can and run with it."

Shane Watts, having just won the 1997 World Enduro Championships, was looking for a bigtime deal from KTM; and while KTM finally inked a contract, Watts was happy (albeit a little) with it. The contract was nowhere near the deal he had expected. Giovanni Sala is known for his stories of getting paid enough to live on, and that's all. Do you think Scott Summers, Ty Davis or Randy Hawkins are being paid anything less than a good income?

So, with all the highs and lows of American and European Enduro settled, which Euros could come to America and kick severe arse? French KTM rider Eric Bernard is a real American kind of rider: Bernard is an all-out-and-don't-stop-till-the-sun-goes-down kind of racer, and he would certainly score his share of wins. Maybe Sala could cope with some of the courses in America, but Suzuki team boss Mike Webb does not think so.

"For me, it would only be Eddy who could come here and really race the Americans," Webb said at the Ocala event in '97. "Maybe Watts."

Sure enough, Watts returned and won many of the American ISDE Qualifiers, but even Watts was honest enough to mention that these events are more like European events anyway.

When it all comes down to it, the Euros might try their luck in the United States, but many will return to the cold, wet shores of Germany, Holland, England and France with their tails tucked between their legs. At least, for the sake of European enduro racing, let's hope so. CN

LOOKING BACK...

30 YEARS AGO... DECEMBER 14, 1967

Cycle News contributor **Harry A. Burton** won our $10 photo contest after snapping this shot of a hapless rider in "mid-crash" at the Hopetown Grand Prix... **"Questions and Answers by the Answer Man"** was a letters section that answered readers' technical questions. For example, did you know that the piston-skirt clearance on a 250cc Parilla scrambler was .0045 of an inch, and the ring end gap was .012 of an inch?... Speedway racer **Rick Woods** (Duc) won the 250cc main event at the Long Beach indoor short track in Long Beach, California. Woods defeated such dirt track heavies as **Gene Romero**... There was a giant, two-page section that featured the minutes of the latest **AMA Competition Committee meeting**... **Cal Rayborn** (H-D) broke Mike Hailwood's track record en route to winning the Open class at the fourth annual U.S. Grand Prix at Willow Springs International Raceway in Rosamond, California. **Dave Damron** (Suz) won two classes, the 200 and 250cc Production classes.

20 YEARS AGO... DECEMBER 7, 1977

Issue #48's diverse cover proclaimed that the inside held three Suzuki tests. They turned out to be tests of the **Suzuki DS80, 100** and **185**... Reigning AMA Motocross National Champions **Marty Smith, Tony DiStefano** and **Broc Glover** took part in a round-table discussion of the current state of the professional motocross "business"... **Broc Glover** (Yam) also appeared a couple of pages later as the winner of the Richmond Ramblers fifth annual International World Championship Mini Bike Grand Prix in Richmond, California... **Bob Balentine** (KTM) was still the man to beat in the dez. Balentine won the San Gabriel Valley MC's Hare & Hound in Lucerne Valley, California... The **Gary Scott-Evel Knievel specials** - a Yamaha YZ250 and TT500 - were for sale in the Want Ads section, which also featured an ad for the **Russ Darnell MX School**.

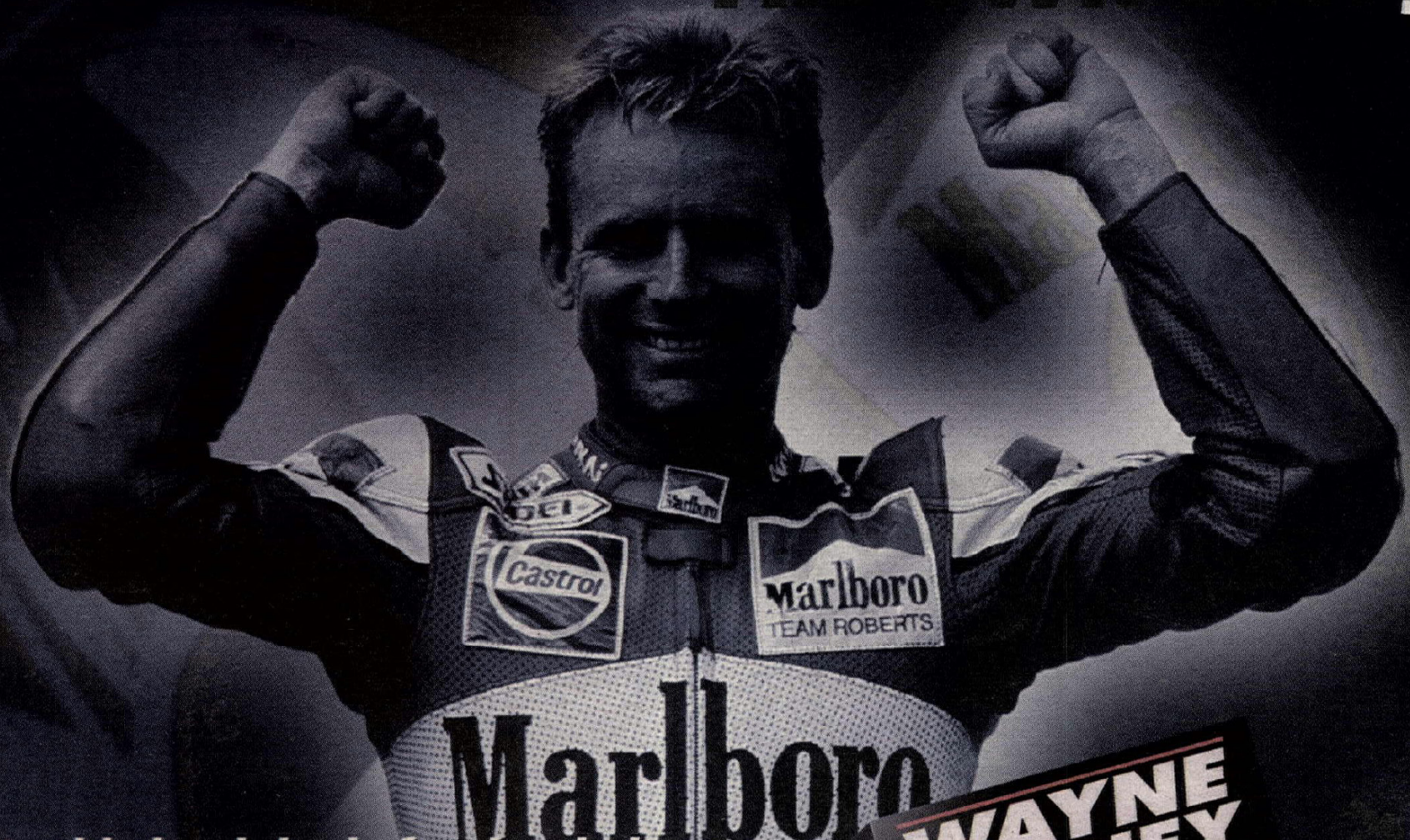
10 YEARS AGO... DECEMBER 9, 1987

Off-roaders, remember this cover line?: **"Sabotage attempt fails to stop Barstow-to-Vegas."** The story went on to explain the sabotage attempt, which consisted of a double row of railroad ties spiked with nails that blocked a drainage culvert under Interstate 15. The course was marked to go under the freeway through that culvert. Fortunately it was discovered, and **Darren Cartwright** (Yam) went on to win the event... **Honda** released photos and details of its 1998 street-motorcycle lineup. Eye-catchers included the all-new six-cylinder GL1500 Gold Wing, the all-new 647cc Hawk GT, and the V-4 Magna, which had its displacement upped from 700 to 750cc.

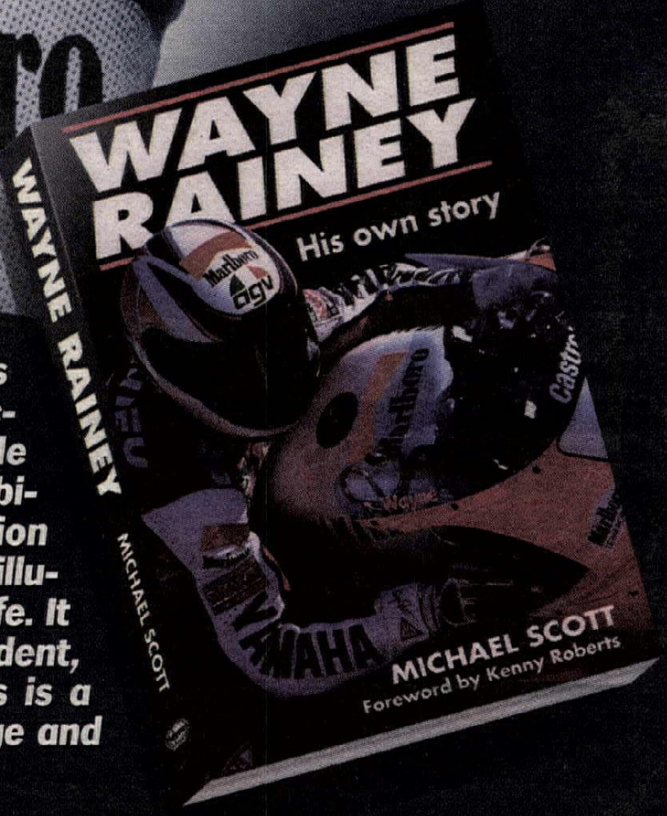
Ron Tichenor (Suz) won the ninth round of the Gold Cup Series at Diamondback MX Park in Cocoa Beach, Florida... **Matt Moore** took the Rookie-class victory at the Northeastern Oklahoma Trials Team's event in Sand Springs, Oklahoma. CN

WAYNE RAINEY

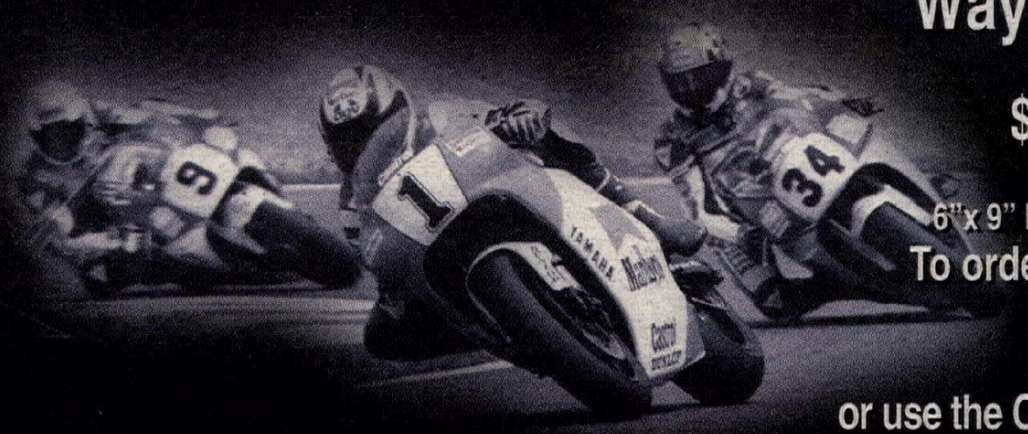
- His own story



'In this book he is fearlessly honest about his life, his career and his rivals'
- Kenny Roberts



From the dirt-track ovals of California to the Grand Prix tracks of the world, Wayne Rainey forged a path to three historic successive 500cc World Championships. He defeated formidable rivals to achieve domination - until in the end his pitiless ambition almost killed him. This book, written in close cooperation with Rainey, is fully illustrated with private photographs and illuminated with new interviews with key people throughout his life. It tells the inside story of his years as a racer, his crippling accident, and his return to the tracks as a team owner/manager. This is a frank, intimate, and deeply moving account of inspiring courage and triumph over tragedy.



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